The Hong Kong Daily Press.

No. 7723 第七千七百二十三號 光緒壬午年八月初四日 HONGKONG, FRIDAY, SEPTEMBER 15TH, 1882. 禮拜五 香港英九月十五號 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS:

September 14, DEUTEROS, German steamer, 1,197, A. E. Lüthjens, Saigon 9th September, Rice.—ED. SCHELLHASS & Co.

September 14, ASHINGTON, British steamer, 809, McDonald, Bangkok 7th Sept., General.—JARDINE, MATHESON & Co.

September 14, GLENEAGLES, British steamer, 1,839, London 3rd Aug., and Singapore 8th Sept., General.—JARDINE, MATHESON & Co.

September 14, ALWINE, German str., 400, Thiesen, Canton, General.—WIELER & Co.

September 14, FOOKSANG, British steamer, 990, Davies, Canton, General.—JARDINE, MATHESON & Co.

September 14, WM. MACKINNON, Dutch str., 1,284, J. Oreille, Batavia 1st Sept., and Saigon 9th, General.—JARDINE, MATHESON & Co.

September 14, KWANGTUNG, British steamer, 674, M. Young, Hoihow 13th Sept., General.—DOUGLAS LAPRAIK & Co.

September 14, HOIHOW, British str., 896, T. Shaw, Saigon 10th September, Rice and Paddy.—BUTTERFIELD & SWIRE.

September 14, BOKHARA, British str., 2,932, H. Weighell, London, Bombay, Colombo, Penang, and Singapore 9th Sept., Mails and General.—P. & O. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

SEPTEMBER 14TH.

Catherine Marden, British sch., for Tientsin.
Solway, British str., for Batavia.
Fu-yew, Chinese str., for Shanghai.
San Francisco, German sch., for Tientsin.
Anchises, British str., for Amoy.
Fooksang, British str., for Shanghai.

DEPARTURES.

September 14, ACTIV, Danish steamer, for Haiphong.
September 14, DEVONSHIRE, British str., for Singapore.
September 14, GREYHOUND, British str., for Hoihow.
September 14, FOXHOUND, British gunboat, for Japan.
September 14, CANTON, British steamer, for Singapore.
September 14, AMOY, British steamer, for Shanghai.
September 14, S. R. BEARSE, American bark, for Callao.
September 14, FU-YEW, Chinese steamer, for Shanghai.

PASSENGERS.

ARRIVED.

Per *Deuteros*, str., from Saigon.—9 Chinese.
Per *Ashington*, str., from Bangkok.—Dr. Emil Reebeck, and 50 Chinese.
Per *Gleneagles*, str., from London and Singapore.—Miss Gate, Mr. Ridley, and 200 Chinese.
Per *Wm. Mackinnon*, str., from Batavia and Saigon.—108 Chinese.
Per *Hoihow*, str., from Saigon.—8 Chinese.
Per *Kwangtung*, str., from Hoihow.—22 Chinese.
Per *Bokhara*, str., from London and Singapore.—Sergt. Taylor, Mrs. Smith and 2 children, Messrs. H. Harwood, C. H. Jones, E. J. Robertson, and Count Montgelas.

TO DEPART.

Per mail str. *Ganges*, from Hongkong.—For Bombay.—Messrs. E. Moses and N. Abdoolally. For London.—Mr. Baxendale. From Shanghai.—For Madras.—Mr. R. C. Walker. For Bombay.—Miss Mitchell and Mrs. Ezra. For Venice.—Mr. H. Howie. For London.—Messrs. Collyer, J. dos Santos, J. Gow, and G. Thompson.

REPORTS.

The British steamer *Ashington* reports left Bangkok on 7th inst. and had strong S.W. winds to South of Paracels and fine weather, afterwards variable winds.

The British steamer *Hoihow* reports left Saigon on 10th inst. and had moderate monsoon and cloudy weather, latter part light variable winds and fine weather.

The British steamer *Kwangtung* reports left Hoihow on the morning of the 13th instant and had moderate and light N.E. winds with very fine weather.

The British steamer *Gleneagles* reports left London on 3rd August, and Singapore on 8th Sept. From Singapore fine weather; first part S.W. winds and cloudy; latter part N.E. wind and fine weather.

The Dutch steamer *Wm. Mackinnon* reports left Batavia 1st Sept., arrived at Billiton 2nd; left the same day again, arrived at Pontianak 3rd, 11 a.m.; left again 2 p.m., arrived at Saigon 7th, 8 a.m. From Batavia to Pontianak fresh East monsoon, and from there to Saigon light S.W. and W.S.W. winds and calm sea. Left Saigon again 9th Sept. passed str. *Clifton* 30 miles East off Cape St. James. From Cape St. James to Cape Padaran fresh S.W. breeze, and from thence light N.W. and North winds with calm sea.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.

(Per last Mail's Advice).

Florence Louisa	Manila	July 24
Hector (s.)	Shanghai	July 24
Ancona (s.)	Shanghai	July 27
Glenorchy (s.)	Hankow	July 27
Glenlyon (s.)	Foochow	July 27

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date).

Ethel Caine	Sunderland	Mar. 5
Espana	Liverpool	Mar. 14
Craigendarroch	Greenock	Mar. 30
Cicero	Liverpool	Apl. 3
Leander	London	Apl. 14
Marina	London	Apl. 26
Vincelas	Liverpool	May 10
P. G. Carvill	Penarth	May 20
Honam	Glasgow	May 29
Gustav & Oscar	Penarth	June 1
Mommsen	Cardiff	June 10
Agnes Muir	London	June 12
Vortsetzen	Glasgow	June 28
Frederike	Penarth	June 29
Dora	Cardiff	July 2
Gleniffer (s.)	London	July 14
Valencia	Liverpool	July 15
Marianne	Cardiff	July 15
Arab	Liverpool	July 20
Iquique	Cardiff	July 26

AUCTION SALES TO-DAY.

HUGHES & LEGGE, Borneo Hardwood. At Noon.

J. M. ARMSTRONG, Household Furniture, &c. At 2 P.M.

J. M. GUEDES, Valuable Property. At 3 P.M.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
Hongkong, January, 18[illegible]. [27

BANKS.

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL ... £1,500,000.

LONDON BANKERS:
BANK OF ENGLAND.
UNION BANK OF LONDON.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.
Hongkong, 1st June, 1882. [11

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... 5,000,000 of Dollars.
RESERVE FUND ... 2,350,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—H. L. DALRYMPLE, Esq.
Deputy Chairman—WM. REINERS, Esq.

H. Hoppius, Esq.	F. D. Sassoon, Esq.
Hon. F. B. Johnson.	M. E. Sassoon, Esq.
A. P. McEwen, Esq.	W. S. Young, Esq.
A. McIver, Esq.	C. Vincent Smith, Esq.

CHIEF MANAGER:
Hongkong—THOMAS JACKSON, Esq.
MANAGER:
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Offices of the Corporation, No. 1, Queen's Road East.
9] Hongkong, 19th August, 1882.

NOTICES OF FIRMS.

NOTICE.

MR. JAMES LIDDERDALE SCOTT is authorized to sign our Firm from this date.
TURNBULL, HOWIE & Co.
Shanghai, 11th September, 1882. [1727

NOTICE.

THE GEE CHEONG COMPANY.

NOTICE is hereby given that D. JOAQUIM BARRERA LIM JAP, CHOY LIN SENG, LUM GEOK THOE, LUM HUM LIN, and CHIN KONG TEANG are partners in the GEE CHEONG COMPANY, and trading as Merchants at No. 60, Bonham Strand.
QUEY CHOP is the Chief Manager and LUK SOW THEEN is Assistant Manager of the Company.
JOAQUIM BARRERA LIM JAP.
Hongkong, 12th September, 1882. [1708

NOTICE

I HAVE this day established myself as a MERCHANT and GENERAL COMMISSION AGENT at this Port, under the style of CHEW TIAM ECK & Co. known under the Chinese Hong name KHEAN KEE.
CHEW TIAM ECK.
Amoy, July 1st, 1882. [1265

NOTICE.

THE SHAOU SHING COMPANY has this day established an Agency at Shanghai and appointed Mr. CHUN SHUN KUM to be its Manager at that Port.
LEONG ON.
Hongkong, 1st September, 1882. [1664

NOTICE.

MR. JAMES DUKE MONRO is authorized to sign our Firm per procuration.
BRADLEY & Co.
Swatow, 18th August, 1882. [1583

NOTICE.

MR. WILLIAM T. JONES is authorized to sign our firm's name from this date.
WILLIAMS & Co.
Swatow, 27th June, 1882. 1254

FOR SALE.

ON Board of the British Steamer "CAIRNSMUIR" for account of whom it may concern.
6 VENTILATORS.
2 STEAM BOILERS for Cooking with House and Pipe.
2 COOK HOUSES.
1 COOK HOUSE.
2 WATER CLOSETS.
4 BOOBY HATCHES.
2 DECK HOUSES.
10 Casks BEEF and PORK.
27 WATER CASKS.
7 HOLD LADDERS.
24 BUSKETS.
A quantity of Wood comprising lower deck and banks and fittings of two decks, 3 small Booby Hatches.
Apply on Board.
Hongkong, 13th September, 1882. [1714

NOTICE.

FOR nearly half a century our Brand has been consigned to China. We call attention to our present Stocks in the Godowns of Messrs. JARDINE, MATHESON & Co., and Messrs. SIEMSSEN & Co. They comprise our well known and superior COGNAC, PALE DRY SHERRY, INVALIDS' PORT, CLARETS of several qualities. Prices consistent with quality. We ship nothing common or inferior.
648] CUTLER, PALMER & Co.

SMITH'S PATENT DREDGERS.
THE SIMPLEST,
Cheapest, and most efficient Dredgers made.

THESE DREDGERS are fitted with a novel Grip Bucket Worked by Hydraulic Power providing a most simple Machine to clear Sand Banks or Harbours at half the cost of present Dredgers. Sole Makers
CLARK, BUNNETT & Co., (Limited.)
LONDON, ENGLAND.

BUNNETT'S PATENT HYDRAULIC LIFTS.

LIFTS for Passengers and Goods. Sole Makers, CLARK BUNNETT & Co., Limited. Engineers and Founders, Rathbone Place, London. Every description of Iron Castings, Iron Buildings, &c.—Catalogues on application. [1667

FOR SALE.

WACHTER'S ROYAL CHARTER CHAMPAGNE.
Purveyors to Her Majesty the Queen and to H. R. Highness the Prince of Wales by Special Appointment under a Warrant dated 7th March, 1881.
1 Dozen Quarts ... $22.50.
2 Dozen Pints ... $23.50.
Apply to
ARNHOLD, KARBERG & Co.
Hongkong, 28th August, 1882. [1622

JOSEPH GILLOTT'S STEEL PENS.
GOLD MEDAL, PARIS, 1878.
Sold by all Stationers and Dealers. [910

TO BE LET.

TO LET.

COMMODIOUS OFFICE, Praya Central, Suitable for Brokers and Public Companies; besides 2 Sleeping Rooms, with 2 Bath Rooms attached.
Apply to HESSE & Co.
Hongkong, 2nd September, 1882. [1617

TO BE LET.
(With Possession on 1st October Next.

THAT LARGE and COMMODIOUS HOUSE, No. 14, Arbuthnot Road, at present in the occupation of Dr. FISHER.
Apply to J. A. DE CARVALHO.
Hongkong 1st September, 1882. 1656

TO BE LET.
(With Possession on 1st of October Next.)

THE PREMISES at present in the occupation of the "NOVELTY STORE" in Bank Buildings.
Apply to SHARP & Co.
Hongkong, 1st September, 1882. [1658

GRANITE GODOWNS TO LET.
Apply to Messrs. SHARP & Co.
Hongkong, 7th March, 1882. [459

TO LET.

TWO GODOWNS at Wanchai near the Praya.
Apply to LINSTEAD & DAVIS.
Hongkong, 12th August, 1882. [1525

TO LET.

TWO HOUSES in Richmond Terrace, Bonham Road. Rent moderate.
Apply HONGKONG DISPENSARY.
Hongkong, 31st July, 1882. [1307

TO LET.

NOS. 2 and 4, PEDDER'S HILL.
"No. 4, OLD BAILEY STREET.
No. 6, QUEEN'S ROAD CENTRAL, lately occupied by Pacific Mail S. S. Co.
"No. 9, SEYMOUR TERRACE."
Apply to DAVID SASSOON, SONS & Co.
Hongkong, 25th July, 1882. [34

TO LET.
(With Immediate Possession.)

THE New FAMILY RESIDENCE situate next to Excelsior on Robinson Road, replete with every convenience, Tennis Lawn Stabling, &c.
Also,
8 First-class GODOWNS of all sizes—Waterside. Inspection is invited.
Apply to SHARP, TOLLER, AND JOHNSON.
Hongkong, 15th June, 1882. [632

TO LET.

COMMODIOUS OFFICES and COMPRADOR'S QUARTERS, &c., with or without GODOWNS, in Peddar's Wharf Buildings, at present in the occupation of Messrs. HESSE & Co. View of the Harbour. Possession to be had from the 1st May next.
Apply to G. R. LAMMERT.
Hongkong, 6th April, 1882. [667

TO LET.

ROOMS in CLUB CHAMBERS.
Apply to DOUGLAS LAPRAIK & Co.
Hongkong, 1st February, 1882. [37

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.
Also
Entire GODOWNS to be LET.
Apply to MEYER & Co.
Hongkong, 3rd March, 1881. [1047

KELLY AND WALSH.

NEW FRENCH BOOKS.

Hara Kiri	Harry Alis.
L'Aventure d'une Fille	Jules Mary.
Dinah Samuel	Felicien Champsaur.
Madame La Vertu	Sirven & Leverdier.
Fanny Minoret	Champfleury.
La Fille de Nana	Sirven & Leverdier.
Jules Fabien	Pierre Lano.
Les Folies de Paris	Gourdon de Genouillac
Fiorelle, Successeur de Taboureau.	
Ceux qui Mangent la Pomme	Andebrand.
Un Drame au Convent	Sirven & Leverdier.
La Bouche de Madame X***	Adolphe Belot.
Apres Deux Ans D'Amour	Marin Dubois.
Le Bac	Fortune de Boisgobey.
Les Drames de la Bourse	Zaccone.
Le Roman d'un Prêtre	M. L. Gagneur.
Baronnette	Ernest Garennes.
Une Parvenue	Guy de Charnacé.
Madame Capitaine	Saint Francois.
Les Grands Bazars	Pierre Gifford.
Dépravée	Ernest Le Blanc.
Le Prince Vitale	Cherbuliez.
La Diva	Edouard Cadol.
Rosa Valentin	Henri Canvain.
Le Carnival de L'Honnêteté	F. Rouquette.
Petits Cotés d'un Grand Drame	A. Badin.
La Mère Painette	Chas. Deslys.
Jack Tempête	Pierre Elzéar.

NOTICE.

In the matter of the Estate of HENRY SMITH, Deceased.

NOTICE is hereby given that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the Estate of HENRY SMITH, late of Victoria, Hongkong, Chief Accountant to the Hongkong and Shanghai Banking Corporation, Hongkong, who died at Victoria aforesaid on the 25th day of June, 1882, and Probate of whose will was duly granted to THOMAS JACKSON and GEORGE EDWARD NOBLE, both of Victoria aforesaid, the Chief Manager and Sub-Manager, respectively of the said Hongkong & Shanghai Banking Corporation, by the Supreme Court of Hongkong, in its Probate Jurisdiction on the 8th day of August, 1882, are hereby required to send in Writing the Particulars of their Claims or Demands to the Undersigned on or before the 30th day of September, 1882.

And Notice is hereby also given that at the expiration of the said last mentioned day the said THOMAS JACKSON and GEORGE EDWARD NOBLE will proceed to distribute the Assets of the said HENRY SMITH amongst the Parties entitled thereto having regard to the Claims of which notice shall then have been given and that the said THOMAS JACKSON and GEORGE EDWARD NOBLE will not be liable for the Assets or any part thereof so distributed to any person of whose claim the said THOMAS JACKSON and GEORGE EDWARD NOBLE have not had notice at the time of the distribution.
Dated this 29th day of August, 1882.
SHARP, TOLLER & JOHNSON, Solicitors, Supreme Court House, Hongkong.
1613]

NOTICE.

THE Undersigned has REMOVED from 39, WING LOK STREET to 36c, BONHAM STRAND, where he will carry on Business as Merchant and Commission Agent. Has always for Sale Improved Howe Scales and every brand of California Flour.
FUNG TANG, 36c, Bonham Strand.
Hongkong, 8th September, 1882. [1684

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. BIRLEY & Co., Agents for the BRITISH NORTH BORNEO Co., to Sell by Public Auction,
THIS DAY,
the 15th September, 1882, at Noon, at the SHANG CHONG Timber Yard, Yau-ma-tee, 409 logs of Borneo HARDWOOD.
A steam launch will leave Peddar's Wharf at 11.45 A.M.
For Further Particulars, apply to HUGHES & LEGGE, Auctioneers.
Hongkong, 11th September, 1882. [1703

PUBLIC AUCTION.

THE Undersigned has received instructions from A. NEWTON, Esq., to Sell by Public Auction,
THIS DAY,
the 15th September, 1882, at 2 P.M., at his Residence, at the Gas Works.
THE WHOLE OF HIS HOUSEHOLD FURNITURE, &c.
Comprising:—
DAMASK COVERED DRAWING ROOM SUITE.
ENGLISH-MADE MAHOGANY MARBLE TOP TABLES, CANTON-MADE BLACKWOOD MARBLETOP TABLES, CHIMNEY GLASSES, ENGRAVINGS, VASES and ORNAMENTS.
DINING TABLE, WHATNOTS, LAMPS, DINNER, DESSERT and BREAKFAST SETS, GLASS and PLATED WARE.
DOUBLE and SINGLE IRON BEDSTEADS, IRON COTS, ENGLISH-MADE WALNUT WOOD TABLE, ENGLISH-MADE MAHOGANY MARBLE TOP WASH-STAND and CHEVAL GLASS, BRUSSELS CARPETS and HEARTH RUGS.
One GRAND PIANO, by COLLARD and COLLARD.
One HARMONIUM.
One SEWING MACHINE and Stand, by WILLCOX & GIBB.
BOOKS of MUSIC.
A few Bottles of Choice WINES.
&c., &c., &c.
Catalogues will be issued, and the whole to be on view on and after Thursday, the 14th instant.
TERMS OF SALE.—As Customary.
J. M. ARMSTRONG, Auctioneer.
Hongkong, 8th September, 1882. [1696

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
THIS DAY,
the 15th September 1882, at 3 P.M., on the Premises.
By Order of the MORTGAGEE.
All that Piece or Parcel of GROUND, abutting on the North on Queen's Road West, measuring 27¼ feet, on the South side 27¼ feet, on the East and West sides 105 feet, Registered in the Land Office as the REMAINING PORTION of INLAND LOT No. 520. Together with the 4 HOUSES erected thereon, Nos. 206 and 208, 36A and 36B.
For Further Particulars and Conditions of Sale, apply to
DENNYS & MOSSOP, Solicitors for the Mortgage, or to J. M. GUEDES, Auctioneer.
Hongkong, 12th September, 1882. [1669

PUBLIC AUCTION.

THE Undersigned will Sell, by instructions received from the MORTGAGEE, to Sell by Public Auction,
TO-MORROW,
the 16th day of September, 1882, at 3 P.M., on the Premises.
All those Pieces or Parcels of GROUND, Registered in the Land Office as SUBSECTIONS B and C of SECTION F of INLAND LOT No. 103, measuring on the North and South sides 28¼ feet, on the East and West sides 30 feet. Together with the 2 HOUSES in Queen's Road Central, Nos. 251 and 253.
For Further Particulars and Conditions of Sale, apply to
J. M. GUEDES, Auctioneer.
Hongkong, 2nd September, 1882. [1670

PUBLIC AUCTION OF JAPANESE PORCELAIN, LACQUERWARE, BRONZES, IVORIES, SCREENS, CURIOS, &c.

THE Undersigned has received instructions to Sell by Public Auction, on
MONDAY,
the 18th September, 1882, at 2 P.M., at his Sales Rooms, Peddar's Wharf,
An Invoice of JAPANESE WARE,
Just received from Japan,
Comprising:—
SATSUMA, MIACO, TOKIO and SAITAMA VASES and JARS, with Handsome Gold Decorations, PLATES, CUPS, BOWLS, INCENSE BURNERS, TEA and COFFEE SETS, &c.
COREAN PLATES, KOROS and BOWLS, OLD NEINCY CUPS, NITSKIES, BRONZES, CARVINGS, ENAMELLED SHIP-PO PLATES, ENAMELLED VASES, BRONZEENCRUSTED LACQUERWARE, SCREENS, &c., &c., &c.
Catalogues will be issued prior to Sale, and the above will be on view on Friday, the 15th instant.
TERMS OF SALE.—As customary.
G. R. LAMMERT, Auctioneer.
Hongkong, 12th September, 1882. [1709

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
MONDAY,
the 18th September, 1882, at 2 P.M., on the Premises,
By Order of a MORTGAGEE.
All that Piece or Parcel of GROUND registered in the Land Office as SECTION A of INLAND LOT No. 102. Together with the HOUSES No. 104, Jervois Street, and Nos. 12, 14, and 16, Cleverly Street.
Particulars, apply to
J. M. GUEDES, Auctioneer.
Hongkong, 13th September, 1882. [1717

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
WEDNESDAY,
the 20th day of September, 1882, at 3 P.M., on the Premises.
All that Piece or Parcel of GROUND registered in the Land Office as SUBSECTION No. 3 of SECTION A of MARINE LOT No. 97, measuring North and South 644 feet, East and West 50 feet. Yearly Crown Rent, £7.6.1. Together with the 4 HOUSES in Queen's Road West, Nos. 309, 311, 313, and 315.
Particulars, apply to
J. M. GUEDES, Auctioneer.
Hongkong, 13th September, 1882. [1718

PUBLIC AUCTION.

THE Steamship "EUROPE," as she now lies stranded near Wega Island, will be offered for Sale at Foochow, on
FRIDAY,
the 22nd September, 1882.
Full Particulars can be obtained on application to Messrs. JARDINE, MATHESON & Co., Foochow.
JARDINE, MATHESON & Co., General Managers, Indo-China Steam Navigation Co., Limited.
Hongkong, 15th September, 1882. [1738

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions from the MORTGAGEES to Sell by Public Auction, on
MONDAY,
the 18th September, 1882, at 3 P.M., on the Premises, the following
VALUABLE LEASEHOLD PROPERTIES
Situate at Victoria, in the Colony of Hongkong, In two Lots.

Lot 1.—All those Pieces of GROUND registered as the REMAINING PORTION of INLAND LOT No. 368, and SECTION A of INLAND LOT No. 382. Together with the VALUABLE HOUSES standing thereon being Nos. 60, 62 and 64, Queen's Road West. The above named Pieces of GROUND are held under Crown Leases for 999 years respectively. Apportioned Crown Rent in respect of the said Two Pieces of Ground $37.33.

Lot 2.—All that Piece of GROUND registered as MARINE LOT No. 9A, Area 917 square feet. Together with the VALUABLE HOUSE No. 25, Jervois Street, standing thereon. The above named Piece of GROUND is held for 999 years under Indenture of Crown Lease and an extension thereof. Crown Rent £7.2.2.

For Further Particulars and Conditions of Sale, apply to
MESSRS. SHARP, TOLLER & JOHNSON, Solicitors for the Mortgagees, Supreme Court House, or to Mr. J. M. ARMSTRONG, Auctioneer.
Hongkong, 28th August, 1882. [1623

FOR SALE

VALUABLE ENGINEERING WORKS IN SINGAPORE.

In consequence of the expiry of Partnership, the old established business of Messrs. RILEY HARGREAVES & Co. will be offered for sale by Public Auction (unless previously disposed of by private arrangement), on
THURSDAY,
21st September, 1882, at 2.30 P.M.,
and as the Works will continue to be carried on until the day of sale the property will be sold as a Going Business.

The Works are most conveniently situated in North Campong Malacca, Singapore, within a few minutes drive of town—and, besides having an extensive frontage to Merchants' Road, are bounded by the Singapore River, where Boilers, and other heavy weights, can be lifted by Crane from Boats into the yard.

The GROUND, which has an area of 33701 square feet, is held under Government Leases dated 1st April, 185[illegible], for 99 years, with a Quit-rent of $21 a year.

The BUILDINGS are of Brick, with Tiled Roofs, and are strong and substantial, and comprise Engine Shop, Foundry, Smiths' Shop, Boiler Shed, Pattern Loft, Storerooms, Offices, and Foreman's and Workmen's quarters.

The MACHINERY consists of a 12 H.P. Horizontal Engine and Cornish Boiler; one Fan 12 In. delivery; one large Screw Cutting self-acting surfacing Lathe, 23 feet bed—16 In. centres—7 feet and 3 feet face plates and 3 feet chuck; and three Screw Cutting Lathes of smaller sizes; one Planing Machine 12 feet by 3 feet 6 in. by 5 feet high; one Shaping Machine; one Patent Screwing Machine; four Vertical Drilling Machines, with Shafting, Pulleys, Belting, and all Tools belonging to the above Machinery; also 100 feet in length of Work Benches, and 13 Vices.

The FOUNDRY is furnished with one 7 Ton Jib Crane; one 8 H.P. Tangye's Engine and Boiler with Roots's Patent Blower combined (New); two 4 Ton Cupolas; one 1½ Ton Cupola; three Brass Furnaces; one large Air Furnace (reverberatory) with all the necessary Ladles, Boxes, Core Bars, &c., &c., weighing 45 Tons.

The SMITHS' SHOP is fitted with one 12 Cwt. Steam Hammer; seven Smiths' Hearths and Anvils, with all the requisite Tools and appliances.

The COPPERSMITHS' SHOP is furnished with all the appliances for carrying on Coppersmiths' and Plumber's work.

The BOILER SHED has one set of Plate Bending Rolls, 8 feet by 12 in.; one Punching and Shearing Machine; one 8 H.P. High Pressure Horizontal Engine to drive the above; one Massive Cast Iron Perforated Floor Plate, 9 feet by 9 feet (planed true).

The PATTERN LOFT is well stocked with a valuable and extensive assortment of useful Patterns.

The OFFICE FURNITURE includes Working Drawings, as well as all the business correspondence of the Firm since its commencement in 1863.

The above valuable Property will be offered for sale in one lot, and is a safe and profitable investment, and the Books and Balance Sheets of the Firm are open for inspection to intending purchasers for their satisfaction.

The Stock in-hand can either be taken over at a valuation, or Sold by Auction, as may be agreed upon.

For all further particulars
Apply to W. B. SMITH, or POWELL & Co., Auctioneers.
Singapore, 21st June, 1882. [1256

PUBLIC AUCTION.

UNDER instructions received from the MORTGAGEE, Mr. J. M. GUEDES, will Sell by Public Auction, on
TUESDAY,
the 26th September, 1882, at 3 O'CLOCK P.M., at the Premises,

All that Piece or Parcel of GROUND situate in Market Street, Victoria, in the Island of Hongkong, measuring on the North and East side thereof 100 feet, on the South and West side thereof 100 feet, on the South and East side 100 feet, and on the North and West side thereof 100 feet, and which contains in the whole 10,000 square feet and is registered in the Land Office as INLAND LOT No. 592. Together with HOUSES Nos. 33, 35, 37, and 39, Market Street, Nos. 12, 14, 16, 18, and 20, Station Street, and No. 32, Powan Street, thereon and which is held for the residue of a term of 999 years from the 25th June, 1850, subject to the Annual Crown Rent of £9.3.8.

AND ALSO,

All that Piece or Parcel of GROUND situate in Market Street aforesaid and measuring on the North and East side thereof 100 feet, on the South and West side thereof 100 feet, on the South and East side thereof 100 feet, and on the North and West side thereof 100 feet and which contains in the whole 10,000 square feet and is registered in the Land Office as INLAND LOT No. 593. Together with the HOUSES Nos. 25, 27, 29, and 31, Market Street, Nos. 22, 24, 26, 28, and 30, Station Street, Nos. 9, 11, 13, and 15, Pound Lane, and Nos. 1, 2, 3, and 4, Yung Wo Lane, thereon and which is held for the residue of a term of 999 years from the 25th of June, 1859, subject to the Annual Crown Rent of £9.3.8.

The Premises will be offered for sale in lots and will be sold subject to the existing lettings and tenancies thereof.

For further Particulars and Conditions of Sale, apply to
BRERETON, WOTTON, & DEACON, Solicitors to the Mortgagee, 29, Queen's Road, Hongkong. or to J. M. GUEDES, Auctioneer, Hongkong.
Hongkong, 18th September, 1882. [1715

NOTICES TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Steamship "GLENEAGLES" having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence [illegible] from the Wharves or Boats delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY, the 14th instant.
Cargo remaining undelivered after the 21st instant, will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co.
Hongkong, 14th September, 1882. [1731

NETHERLANDS-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM BATAVIA AND SAIGON.

THE Steamship "WILLIAM MACKINNON" having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods.
Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.
JARDINE, MATHESON & Co., Agents.
Hongkong, 14th September, 1882. [1732

TO CONSIGNEES OF OPTIONAL CARGO EX O.S.S. CO'S S.S. "ANCHISES," FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 19th inst. for shipment per steamer "TEUCER."
BUTTERFIELD & SWIRE, Agents.
Hongkong, 13th September, 1882. [1698

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "ANCHISES," are hereby notified that the Cargo is being discharged into Craft, [illegible] landed at the Wanchai Godown Co.'s No. 4 Godown; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th September, 1882.
Goods undelivered after the 19th September, 1882, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 13th September, 1882. [1698

NOTICE TO CONSIGNEES.

STEAMSHIP "NIIGATA-MARU," FROM KOBE AND NAGASAKI.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge or remaining on board after TUESDAY, the 12th September, 1882, will be landed and stored at Consignees' expense and risk.
No Fire Insurance will be effected.
H. J. H. TRIPP, Agent, Mitsu Bishi Mail Steamship Co.
Hongkong, 12th September, 1882.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.
No Fire Insurance has been effected.
Ex "OXUS."
E B J, 100 Bags Sharping Stones, Order, from Madras.
A B, 49 Bags Sharping Stones, Order, from Madras.
G. DE CHAMPEAUX, Agent.

THE UNION INSURANCE SOCIETY OF CANTON.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the UNION INSURANCE SOCIETY OF CANTON will be held at the Company's Office Hongkong, on MONDAY, the 18th day of September, 1882, at THREE O'CLOCK in the AFTERNOON, when the subjoined resolution will be proposed.

RESOLUTION.

That this Company, now registered under the Companies Ordinance No. 1 of 1865 as an unlimited Company, be registered under the Companies Ordinances No. 1 of 1865 to 1881 as a Company Limited by shares.
By Order of the Board.
DOUGLAS JONES, Acting Secretary.
Dated Hongkong, 30th day of August, 1882. [1651

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of business Contributed during the half year ended 30th June, on or before 30th September, on which date the Accounts will be Closed.
By Order of the Board of Directors,
E. COOKE, Acting Secretary.
Hongkong, 28th August, 1882. [1631

NOTICE.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

BY Order of the Board of Directors the SHAREHOLDERS in the above Company are hereby notified that under Section 20 of the Articles of Association, a further Call of Thirty Shillings per Share has been made and will be due on the 2nd October.
SHAREHOLDERS are therefore requested to make the said payment at 3s. 9½d. per Dollar Exchange $7.96 per Share to credit of the Company's account with the Hongkong and Shanghai Banking Corporation on or before the above named date.
Any Calls not paid by the 2nd October, are by Section 22 of the Articles of Association liable to a charge at the rate of 10 per cent. per annum from the due date until that of payment.
JARDINE, MATHESON & Co., General Managers.
Hongkong, 29th August, 1882. [1628

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE BOOKS for REGISTRATION of TRANSFER of SHARES in the above Company will be CLOSED here from the 21st instant until 2nd proximo, both days inclusive.
JARDINE, MATHESON & Co., General Managers.
Hongkong, 6th September, 1882. [1683

"TELEPHONES."

THE Undersigned begs to announce that under an agreement made this day he has ASSIGNED all his BUSINESS and INTEREST connected with the use of the above Instruments to the ORIENTAL TELEPHONE COMPANY, LIMITED, (represented in Hongkong by the Great Northern Telegraph Co.) and has engaged to import no more Telephones into the Colony nor engage in any such work as may be opposed to the existing interests of the Company first named.
R. G. ALFORD, Surveyor, &c., &c.
Queen's Road,
Hongkong, 9th September, 1882. [1699

INTIMATIONS.

THEATRE ROYAL,
CITY HALL.

A HIT, A HIT.—A PALPABLE HIT.

INSTANTANEOUS SUCCESS OF THE TOURISTS in their unique VAUDEVILLE DRAWING ROOM ENTERTAINMENT.

The Company will perform TO-NIGHT in Canton and return and give their
FINAL PERFORMANCE
TO-MORROW (SATURDAY) EVENING,
16TH SEPTEMBER,
When will be presented
AN ENTIRE CHANGE OF PROGRAMME.

PRICES OF ADMISSION:—$2.00 and $1.00. Soldiers and Sailors in uniform Half Price.
Reserved Seats and Plan to be seen at Messrs. KELLY & WALSH'S, where tickets can be obtained.
Doors open at 8.30. Performance at 9 sharp.
Hongkong, 14th September, 1882. [1704

NETHERLANDS-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY.

THE Steamship "WILLIAM MACKINNON," will be despatched as above TO-MORROW, the 16th instant, at DAYLIGHT.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, 15th September, 1882. [1736

FOR HOIHOW.

THE Steamship "KWANGTUNG," Captain Young, will be despatched for the above Port, TO-MORROW, the 16th inst., at NOON.
For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.
Hongkong, 15th September, 1882. [1737

FOR MANILA.

THE Steamship "INGEBORG," Captain Henry, will be despatched for the above Port, TO-MORROW, the 16th instant, at TWO P.M.
For Freight or Passage, apply to RUSSELL & Co.
Hongkong, 14th September, 1882. [1724

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship "THALES," Captain Pocock, will be despatched for the above Ports, on SUNDAY, the 17th instant, at DAYLIGHT.
For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.
Hongkong, 15th September, 1882. [1725

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship "ANADYR," Commandant ...., will be despatched for SHANGHAI shortly after her arrival from Europe.
G. DE CHAMPEAUX, Agent.
Hongkong, 15th September, 1882.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship "MENZALEH," Commandant Homery, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.
G. DE CHAMPEAUX, Agent.
Hongkong, 15th September, 1882.

FOR SAN FRANCISCO.

THE 100 A 1 British Ship "ROCKHURST," Bulford, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, 14th September, 1882. [1733

FOR VICTORIA, B.C.

THE 3/3 L. I. I. American Ship "INVINCIBLE," Strickland, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, 14th September, 1882. [1734

FOR NEW YORK.

THE 3/3 L. I. I. American Bark "SARAH S. RIDGWAY," Townsend, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong 14th September, 1882. [1735

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions from the 11th day of May, 1881, (when the system of Contributory Bonus recommenced) to the 31st day of December, 1881; in order that the Distribution of the portion of Profits reserved for Contributors may be arranged. Returns not rendered prior to November 30th next, will be adjusted by the Company and no claims or alterations will be subsequently admitted.
JARDINE, MATHESON & Co., General Managers.
Hongkong, 15th September, 1882. [1739

WANTED.—On Mortgage of good landed Security in Hongkong, $20,000.
For Particulars apply to DENNYS & MOSSOP, Solicitors.
Hongkong, 15th September, 1882. [1740

WANTED AT ONCE—A FURNISHED ROOM with or without Board for Married Couple.
Address O. D. R., this Office.
Hongkong, 14th September, 1882. [1726

NOTICE.

THE PAOU KEE HONG of SHANGHAI having purchased TWENTY SHARES Nos. 4506 to 4525 in the CANTON INSURANCE OFFICE, SCRIP No. 435, and having sent the same to a Chinese Firm in Hongkong for the purpose of registration, NOTICE is hereby given that the Shares are the Property of the PAOU KEE HONG, Shanghai, and cannot be negotiated by any one else.
Hongkong, 14th September, 1882. [1728

JOHN BAZLEY WHITE & BROTHERS
PORTLAND CEMENT.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & Co.
Hongkong, 14th December, 1881. [171[illegible]

NOTICE.

A. S. WATSON AND CO., FAMILY AND DISPENSING CHEMISTS,

By Appointment to His Excellency the Governor and his Royal Highness the DUKE OF EDINBURGH,

WHOLESALE AND RETAIL DRUGGISTS, PERFUMERS.

PATENT MEDICINE VENDORS, DRUGGISTS' SUNDRYMEN, And AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED, PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or HONGKONG DISPENSARY. [28

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

BIRTH.

On the 7th instant, at 3, Seymour Terrace, the wife of F. T. PEARCE FOSTER, of a daughter. [1697

DEATHS.

At Shanghai, on the 5th instant, CHARLES NAYLOR, 2nd Officer C.M.S.N. Co. steamer *Kanchi*, a native of Bolton, Lancashire, formerly an Officer in Douglas, Lapraik & Co.'s steamers.

On the 31st of August, in the Korean Archipelago after a short illness, Mr. EDWARD H. BRIMAIDEN, Chief Officer Chinese revenue cruiser *Yang Wei*. [1713

Suddenly at Kowloon, on the 8th instant, MARY, SINCLAIR LIDDELL, the beloved wife of James G. Liddell. [1697

The Daily Press.

HONGKONG, SEPTEMBER 15TH, 1882.

THE finding of the Marine Court held on the 12th inst. to investigate the circumstances attending the loss of the British steamer *Hongkong* calls for more than mere passing notice. Captain FRYER was rightly exonerated from blame, for he was confiding in a pilot supposed to be experienced, and the rock on which he grounded was not marked on the Admiralty chart he carried. So far the finding is unexceptionable; but there are several other points in connection with the disaster and the finding of the Court which deserve attention. Foremost among these was the villanous behaviour of the Chinese, who, swarming on to the wreck, looted whatever they could lay hands upon. Some years ago this conduct was the invariable rule until the piracy of the German barque *Anna* on the Fukien coast, when the German Minister not only exacted full compensation for the murder of the captain and robbery of the ship and cargo, but induced the Chinese Government to issue a proclamation commanding the people along the coasts to render aid to foreign vessels in distress, and promising condign punishment to those who should plunder a wreck or ill-treat shipwrecked mariners. The appearance of this edict was followed by good results, several foreign vessels in distress meeting with unwonted consideration and kindness from Chinese officials and people on the coast. Of late, however, a disposition has been evinced by the natives along the coast to revert to the old plundering instincts, and the case of the steamer *Hongkong* is a signal proof that the Chinese wreckers have returned to their old vocation with an eagerness as great as ever animated the buccaneers of old. No mention is made in the finding of the Court of the looting of the vessel and the determined efforts of the captain and officers to restrain the wreckers from the work of pillage. No recommendation is made that the looting by the natives should be brought to the attention of the high Authorities of Fokien, though such a suggestion surely would have been well within the competence of the Court. Neither did the Court deem it necessary to make any comments on the conduct of the Chinese pilot, who, after placing the vessel on the rock, disappeared and left others to bear the responsibility of his carelessness or ignorance. A recommendation might, with much reason, have been made that European pilots should be invariably employed along the coast, for masters have no security, when engaging Chinese pilots, that the latter have not been hired by wreckers or pirates to put the vessel on a rock or run her on a sand bank. But no such idea appeared to have entered the members' heads; perhaps, they were too confiding to believe so much evil of the child-like and bland son of Han. Or it may have been, perchance, that the weighty opinion recorded in the last clause of the finding absorbed the attention of the Court to the exclusion of less important matters. This oracular utterance ran as follows:—"The Court are of opinion that vendors of "charts should be careful in keeping their "charts corrected before selling them." We will charitably hope the Court recorded this opinion without consideration, but in any case it is not creditable to their common sense. Let them consider a moment. What right have persons selling charts to undertake their correction? What obligation rests upon them to incur so serious a responsibility as that which the Court sitting on the *Hongkong* would have them take up? Would the small profits resulting from the sale of the charts be sufficient remuneration? Finally, would shipmasters place any faith in corrections made by irresponsible and frequently incompetent persons? Hardly, we think—not even the worthy gentlemen who composed the Court that sat on the 12th inst. at the Harbour Office, and placed on record this funny evidence of their collective wisdom. It would have been very much more to the point if they had directed attention to the insufficient publicity given to the results of the survey of the Haitan Straits, made by Lieut.-Commander CARPENTER in March last, in consequence of the wreck of the steamer *Wycliffe* on the same rock. It is true the results of the survey were published in the *Government Gazette* in April last, but the circulation of that organ is of a very select and limited description, and we are not aware that the notification appeared in any other paper. The British Authorities would in this respect do well to follow the example of the Chinese Imperial Maritime Customs, who advertise their notices freely in the newspapers of the district. Had the Court suggested to the local Authorities the advisability of procuring a wider publicity for the results of the surveys accomplished by HER MAJESTY's ships they would have done some service possibly. Their expression of opinion concerning the responsibility of chart vendors, on the other hand, is hardly likely to do more than excite a smile at the simplicity that prompted it.

H.M. gunboat *Foxhound*, Lieut.-Commander McQuhae, left here for Japan yesterday.

The delivery of the English mail was begun at 8 p.m. yesterday. The mail was landed at 7.45 p.m.

The two direct steamers, with the ninth sale's opium and next Indian mail, left Calcutta for this port yesterday morning.

We are informed by the Agents (Messrs. Siemssen & Co.) that the D. D. R. steamer *Edlona*, from Hamburg, left Singapore for this port on the 13th instant.

We have received from the Colonial Secretary's Office copy of papers referring to the Hongkong Tramways Ordinance laid before the Legislative Council on the 5th inst.

In yesterday's Police intelligence a case was reported in which one Lawrence Cook, who was fined $1 for insobriety, described himself as the second engineer of the steamer *Niigata Maru*. We are requested by Mr. John Langridge, the gentleman who really holds that position, to state the description of the defendant was incorrect.

With reference to a paragraph reproduced in yesterday's issue from the *Amoy Gazette* anent the quarantining of the steamer *Canton* at Amoy, Captain Jaques writes to us as follows, under date 14th inst:—"I note in your Amoy news in to-day's issue a report that the steamer *Canton*, on arrival at that port, voluntarily went into quarantine. Allow me to correct this statement by informing you that such was not the case. It was the Customs Authorities that peremptorily ordered the anchor to be let go, the pilot having already returned to his boat, and a Customs officer was ordered to remain near us all day to watch the steamer."

The *Singapore Times* says that the vacant seat in the Legislative Council of that Colony has been offered by H. E. the Governor to Mr. W. G. Gulland, of Messrs. Paterson, Simons & Co., and has been accepted by that gentleman. The *Times* believes the general opinion will be that no better selection could have been made, as being well calculated to strengthen the unofficial element in the Council, and feels sure the unofficial, as well as the official, members will gladly welcome Mr. Gulland's accession to their number with his clear head, incisive speech, and practical common sense.

On Wednesday evening the "Tourists" gave their first performance at the Theatre Royal. The Company is a small one, consisting of only three members, but the entertainment they provided was a most enjoyable one. Although there was nothing very ambitious in the programme, everything was well done, and the audience was evidently thoroughly pleased. Miss Marie Burton is an old favourite in Hongkong. She has a sweet contralto voice, of fair power and compass, and is a most pleasing ballad singer. In the first part of the programme she sang "You will call me back again" and "I canna leave the old folks," and in the second part, "The mansions of the blest" and "Comin' thro' the rye," in all of which she delighted the audience. Mr. Van der Mehden is an accomplished musician, equally at home with the piano, the cornet, and such out-of-the-way instruments as the xylophone, tambleronican, and silver bells. In the first part of the programme he executed a fantaisie on the cornet, and was encored; and in the second part he gave selections on the other instruments named. His performance on the xylophone was a really clever one, and a repetition was demanded. Mr. Edward Glover is a good comic singer. He sang several songs during the evening, and in his performance of "masks and faces" showed considerable command over facial expression. A couple of amusing sketches were given by the Company, one which opened the programme, entitled "Mr. and Mrs. de Lilly," and the other "Patti's début." Another entertainment is advertised for to-morrow evening, when a change of programme is promised. We trust the Company will have a more numerous audience than attended on Wednesday.

We take the subjoined items from the *London and China Express* of the 11th ult:—

The *Comus*, 14, Captain James W. East, arrived at Esquimault on the 1st inst., from the China Station. The *Comus* will remain at Esquimault until October.

The Rev. Henry Wilson Lee, B.A., St. Peter's College, Cambridge, curate of St. John's Church, Sheffield, has been appointed chaplain to the English soldiers and sailors at Hongkong.

The Chinese Government has ordered twelve more gunboats to be built by the Shipbuilding Company Vulcan, of Stettin, and the Berlin firm of Schwartzkopf has orders for numerous fish-torpedoes from the same Government.

We hear that the papers on the Opium Question and Chefoo Convention are now in preparation—the long promised despatches having arrived—and that they will shortly be laid on the table of the House of Commons.

The *Berlin* (s.), for Yokohama, before reported as returned to New York, in distress, came off the slip at the latter place, July 24, having repaired damage received by scraping over a rock while passing through Hell Gate. She began reloading cargo on the 25th, after completion of which she would immediately proceed for destination.

General Edwards, C.B., who died recently obtained a lieutenancy in 1834, became captain in 1840, and was promoted to the brevet rank of major in 1851. He served with the Royal Irish throughout the war in China, and was present at the attack upon Canton, the capture of Amoy, Chapoo, Woosung, Shanghai, and Chinkiang, and at the concluding operations before Nanking; he was also employed on the Staff during the war, and subsequently appointed by Lord Gough to the post of Assistant-Quartermaster-General to the Forces in China.

In the House of Commons on the 10th Aug., Mr. Hinde Palmer asked the Under-Secretary for Foreign Affairs whether a treaty had been concluded between this country and Korea, and whether he would lay a copy thereof upon the table of that House. Sir C. Dilke.—A treaty between this country and Korea was signed on the 6th of June last, the text of which only reached the Foreign Office on the 9th inst. The treaty, if ratified, will be published in due course. The substance of it was given in my reply to a question in the House on the 13th ult. by the hon. member for South Durham.

In the House of Commons on the 10th August, Dr. Cameron asked the Under-Secretary of State for Foreign Affairs whether it was true, as stated in the *London and China Telegraph* of July 24th, that the Spanish Government had bestowed the Grand Cross of Naval Merit upon the Spanish Consul at Singapore, who recently, in the case of the *Leon XIII.*, encouraged his countrymen in that port to resist and outrage British Law; whether it was true that a similar decoration was simultaneously bestowed upon the Captain of the *Leon XIII.*, and whether he could now lay upon the table the correspondence relating to the affair of the *Leon XIII.*, and especially to the conduct of the Spanish Consul at Singapore in connection with it.—Sir Charles Dilke said Her Majesty's Government have received no information of the Grand Cross of Naval Merit having been bestowed by the Spanish Government on the Spanish Consul at Singapore or on the captain of the *Leon XIII.* The correspondence between the two Governments on the subject of the case referred to is not concluded, and, therefore, cannot conveniently be laid before Parliament.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH COMPANY'S LINE.]

LONDON, 13th September.

LORD GRANVILLE AND THE TURKISH EXPEDITION TO EGYPT.

The Secretary of State for Foreign Affairs objects to the landing of the Turkish troops at Port Said.

LONDON, 13th September.

SUCCESSFUL ATTACK BY THE BRITISH IN EGYPT.

Telekebir has been carried by assault; forty guns were captured and a large number of prisoners taken; the cavalry is still pursuing.

POLICE COURT.

14th September.

BEFORE MR. H. E. WODEHOUSE.

DISTURBANCE IN A BROTHEL.

Liu Awing and four other men were charged with assaulting a woman named Fung Ip Ho, and creating a disturbance in her brothel on the 13th inst.

The defendants went into the house together, and the woman gave them some tea, but when she desired them to leave, the first defendant became angry, and while the other men beat her, he went out to get some other men and some fighting irons and other weapons. Her cries brought the police into the house, and the five men were arrested after making some resistance. The first defendant was the leader of the riot.

The first defendant was fined $5, or in default 14 days' imprisonment, and the others $2, or 7 days. The first was also ordered to find two sureties of $10 each for his good behaviour for six weeks, or in default to be committed, and the rest were bound over in their own recognisances for a similar period.

LARCENIES.

Lok Acheung, hawker, played what he called a joke in the Ko Shing Theatre on Wednesday night, and is now ruminating upon his folly in Victoria gaol whither His Worship, sceptical as to the joke of the business, has sent him for six weeks. The man saw a person asleep in the theatre, and eased him of his jacket. He was leaving the Theatre, when P.C. Kemp, who witnessed the transaction, thinking the joke was going too far, arrested the man.

Au Abune, coolie, found two baskets with two fowls in them in the street, and he was walking off with them, when he was arrested and put in custody. The owner had put the baskets and fowls at his door, and happened to come out in time to see the coolie carrying them off.

The defendant's find proved disastrous to him, for His Worship fined him $5, or in default to be confined six weeks in gaol.

INTIMIDATING A WITNESS.

Wong Alok, hawker, was charged with intimidating a witness yesterday morning.

The complainant in this case was the inmate of a brothel, who was beaten by some men who came into the house, against whom she appeared in a previous case. The woman said that as she was waiting outside the court to give evidence, the defendant came up to her and told her not to press the charge against the firemen in custody, and to say that the swords and fighting irons taken by the police did not belong to the men, but to the house. If she did not do as he told her, he would trouble her again. A detective happened to be standing close by, and having overheard the man he at once put him in the dock with the five men he sought to assist.

The defendant was convicted of being an accessory after the fact, and he was fined $2, or seven days in gaol, and bound over in his own recognisances of $10 to be of good behaviour for six weeks.

DRUNKENNESS.

Dr. John Richard Brown appeared, on remand, on the charge of drunkenness on the 6th inst.

It will be remembered that the defendant was brought before Mr. Wodehouse for being drunk, and the case was remanded for a week the defendant being liberated on his own recognisance with permission to leave the colony if he could get a ship. Directly after being released he got drunk again, and coming before Captain Thomsett the next day he was sent to gaol in default of the means to pay his fine. The case was again remanded for a week.

BEFORE CAPT. H. G. THOMSETT, R.N.

THE MANSLAUGHTER CASE.

Tsa Ahung, a boy, was charged with having assaulted a man named Chu Mak Hing on the 6th inst.

This is the case concerning which an inquest was held, and in which a verdict of manslaughter was returned against the defendant on Monday last. It will be remembered that the deceased and the prisoner were employed at Yow Mah Tee, and a quarrel arose between them in consequence of the prisoner wanting to take some water the deceased had been boiling. The prisoner struck the deceased with a heavy earth digging stick on the right side, towards the back, and the medical evidence considered that blow the immediate cause of death. The spleen was ruptured, having previously been exceedingly hypertrophied. The evidence taken yesterday was similar to that taken at the inquest, and the prisoner was committed for trial at the Supreme Court.

CHARGE OF EARRING SNATCHING.

Chun Afui, coolie, was charged, on remand, with having stolen a pair of earrings, value $97, from the person of a woman named Li Sam, on the 30 ult.

The complainant was walking in the street when a man came up behind and snatched her earrings. He got off with them, and she did not see his face. She had just come from Canton by the night boat. A man happened to be near by, and he chased the defendant but failed to catch him. He, however, saw the man's face, and when the police had him in custody, he picked him out from a number of others. The earrings were not found, but the defendants had over $11 in his possession.

The prisoner was ordered to find two sureties of $25 each for his good behaviour for 12 months, or in default to be committed.

CHARGE OF ASSAULT.

Henry Smith, foreman at the Aberdeen Dock, was summoned on a charge of having unlawfully assaulted John Dare, master of the British steamer *Ben Kalis*, on the 12th inst.

Mr. Dare said his steamer was lying in Aberdeen Dock, and on the evening of the 12th he returned to the dock from the town. He was detained about 20 minutes at the dock gates before he could get in. He kept on knocking at the gates, and called out the name of the defendant. He pushed at the gate until it finally yielded and went against a watchman who was inside. The man asked what he did that for, but complainant made no answer, but passed through. The defendant then came downstairs and asked what he meant by striking the watchman, and said he would punch his (complainant's) head. Some words passed between them, and presently the defendant struck him a blow with something on the ear with so much force that the ear was split and bruised, and he was knocked down. Complainant got up and went to his ship. He neither struck the defendant nor used bad language to him. A few days before this the defendant had come on board his ship, used an offensive expression to him, and challenged him to fight. The reason of the disagreement was that he had refused to sign the dock books as he had reason to think he had been overcharged. On the day of the assault the defendant had entered down that eight carpenters had been employed on board the ship, but he had never seen more than four there. He asked the defendant to come on board and count them himself, but he refused to do so. On another day defendant wanted him to sign for 54 carpenters on board, but he could only count 34. It had been the same thing every day and hence the feeling between them. The defendant must have heard him at the gate as any one inside the dock must have heard him knocking. He had made no complaint to the secretary of the overcharges, though he intended doing so. What happened to the watchman was quite an accident, and the man was not hurt. Complainant was quite sober at the time.

The defendant said he was sitting in his room when he heard a loud knocking at the gate. The knocking was repeated three times and at the third occasion he went on to the verandah to look for the watchman, and tell him to open the gate. He saw the man running towards the gate, calling out "I am coming," and immediately afterwards the defendant struck him in the face and said, "Why did you not open the gate, you black——." He went down and told the complainant he ought not to strike the watchman, when the complainant said he would strike him or anybody else. He also wanted the gate left open for him to pass through when he pleased. He (defendant) told him that was impossible, and Mr. Dare then used foul epithets to him, and seeing that he was the worse for drink, defendant was going upstairs, when the complainant called out "there goes the——coward, running away; come down and I will punch your head." Defendant went down and gave the man a push, telling him to go on board his ship. They closed and struggled, and the complainant went down, and it was probably in the fall that his ear was hurt. Defendant might have struck him on the ear. The alleged assault had nothing whatever to do with the ship.

Cornelius Daniel, the watchman, gave evidence of a corroborative nature. He said the complainant struck him on the face, and the defendant told him not to do so. The complainant called the defendant down, calling him a coward, and him and the company a swindle. When the defendant came down the complainant rushed at him. They had a struggle in which both fell, and they then separated. He did not see the defendant strike the complainant.

Inspector Staunton said he was on a visit to the defendant when this affair occurred. He heard the knocking and heard the watchman ask the complainant why he struck him. The defendant went down and spoke to him, and Capt. Dare then abused about the dock charges. The defendant was coming upstairs again, when the complainant called him a coward, and invited him to come down and have his head punched. As the complainant went down, Dare went to meet him and the two closed. Witness proceeded to separate them, and when he got down he found the complainant in a sitting position, as if just getting up, and the defendant just rising up from over him. The defendant wanted to have a regular fight, and to take his coat off, but witness would not allow it. He separated the two, and the affair ended. The complainant appeared to be slightly the worse for liquor, but the defendant was quite sober.

The complainant and defendant were each bound over in $50 to keep the peace for six weeks.

CHARGE OF UNLAWFUL POSSESSION.

Chan Aping, coolie, and Wong Atak, boatman, were charged with having been unlawfully in possession of 170 catties of coal, value $1, and Ng Acheong, shop keeper was charged with receiving the same, knowing it to have been stolen, on the 13th inst.

Mr. Mossop appeared for the defence.

P.C. Rogers was on duty on the Praya when he noticed the two first prisoners carrying a basket of coal. When they saw him they hurried into the third defendant's house in Ship-street. They dropped the coal inside and the third defendant tried to shut the door and tried to keep him out, but he pushed in, and they tried to hide themselves. At the station the third defendant said he engaged the second to carry the coal and the second said he got the first to help him. The coal was taken from a pullaway boat of which they were unable to give the number.

Mr. Mossop said the first defendant belonged to the Shui Cheung shop, which belonged to the second and third defendants. The first two defendants had been supplying an order for coal to a blacksmith's shop, and having two baskets over they were taking it back to their shop. He called the blacksmith to prove the order and supplying of the coals. A coal merchant was also called to prove that in June the third defendant bought four tons of coal of him. A man named Yau So also gave evidence to the sale of the coal to the blacksmith. He said the third defendant was his father, and had his share in the business having only come up from the country for a few days.

The first defendant had been previously convicted of unlawful possession of a boat and some coal.

The first defendant was fined £10, or in default three months' imprisonment, and the second £5, or six weeks. The third defendant was discharged.

Mr. Mossop intimated that he should appeal against this decision as the defendants were arrested without a warrant, and the owner of the coal had been called to state that the defendants were his servants and had not stolen the coal.

THE ENGLISH MAIL.

The P. and O. steamer *Bokhara*, Captain Weighell, from Bombay *via* Columbo, Penang, and Singapore, with the London mail of the 11th, ultimo, arrived here yesterday evening. The subjoined telegrams are taken from the *Ceylon Observer* and Indian papers:—

THE WAR IN EGYPT.

SUEZ, 16th August.

The water supplied by the sweet water Canal is not likely to be stopped until operations commence inside the Canal; but Arabi has made complete arrangements to block the canal in more than one place if we land any troops on its banks.

Professor Palmer left Moses' wells for the desert on the 9th instant, to procure supplies for camels, but what success he met with has not yet been made known.

Raif Pasha, the new Governor appointed by the Khedive, arrived at Suez to-day and was received with a salute of seventeen guns from the flagships and the field guns.

The naval brigade is on shore.

The Seaforth Highlanders occupy the Indian Government buildings, and the Naval Brigade, consisting of 100 men, are stationed on the mound which commands the town.

As far as is known, the Turks have not yet been allowed to land at Port Said.

Arabi, it is stated on good authority, has 30,000 men encamped at Zebelkebir, and 3,000 more between Chalouf and Geneffe, and his cavalry patrols have been seen ten miles from Suez. Some reports give 200 as the strength of his outpost at this point.

The French authorities have been very obstructive. So much so that at one time it was thought they were even attempting to interfere with the water supply at the docks. The difficulty, however, has been got over, and, by the time the next transport from Bombay reaches here, there ought to be a reserve of fresh water in the Dry Dock of 10,000 tons. This, with condensers that have been constructed, should meet immediate demands, whatever happens to the sweet water Canal.

The Canal is working as usual, but ships passing through sometimes ask for protection of gunboats.

Nothing has been heard of the plans of the forthcoming operations. The opinion at Suez is that the most important part of the work will be done by the Indian soldiers.

The new French Ministry have promised to support M. de Lesseps in procuring the neutrality of the Canal.

ALEXANDRIA, 17th August.

The British advance will be made from Aboukir and not from Ramleh. The British will embark for Aboukir on Saturday, land, and attack in force on Sunday.

The first division including the Guards are preparing to embark for Aboukir. Sir Garnet Wolseley commands. General Hamley commands the second division, which will co-operate from Ramleh. The whole fleet except two ships will be engaged in bombarding.

ALEXANDRIA, 18th August.

About 6,000 troops have already embarked and start to-morrow for Aboukir. The Duke of Connaught accompanies them. Three regiments remain at Alexandria.

ALEXANDRIA, 19th August.

The transports and fleet (the latter cleared for action) left here at noon to-day, sailing eastward. Generals Wolseley and Adye are on board the *Salamis*, and Admiral Seymour is on board the *Alexandra*.

A continuous cannonade has been heard this afternoon in the direction of the Mahmudieh canal.

Cherif Pasha is appointed President of the Council of Ministers.

CONSTANTINOPLE, 19th August.

Negociations for a Military Convention continue, Lord Dufferin slightly conceding on the points under dispute.

LONDON, 20th August.

Advices just received state that the transports and men-of-war which sailed from Alexandria yesterday have arrived at Port Said, where a force of blue jackets have been landed who are disarming the natives. The British Admiral has stopped the Suez Canal traffic.

Operations in the direction of the Mahmudieh canal are confined to skirmishing.

LONDON, 20th August, evening.

The British have occupied Port Said, El Kantara, El Khuneh and Ismailia and the whole of the Suez Canal without resistance. The Khedive's Governor of Port Said has been reinstated. Nefiche has been shelled; the enemy fled. All is now quiet.

LONDON, 21st August, morning.

Later advices from Egypt state that the fleet anchored off Aboukir for several hours and then sailed for Port Said without firing a single shot.

The fleet has now entered the Suez Canal, and it is believed that troops will be landed at Ismailia and proceed thence to Cairo.

Sailors and marines occupy Port Said, El Kantara, Ismailia and Nefiche.

Gunboats guard the Canal, the traffic of which is stopped pending the passage of the British fleet.

LONDON, 21st August.

The *Hydaspes*, with General Macpherson and staff on board, arrived at Suez to-day.

The seamen of the *Seagull* and *Mosquito* and two companies of the Seaforth Highlanders, attacked and routed the enemy at Chalouf.

The enemy's loss in killed and wounded was 100, the British loss was insignificant.

LONDON, 22nd August.

The Regiments destined to form the second Army Corps for Egypt have been ordered to hold themselves ready in case their services are required.

The landing of the first Division has commenced at Ismailia. Sir Garnet Wolseley is already ashore, reconnoitring.

Rumours are current that Arabi is abandoning Kafredowar.

The enemy's loss at Chalouf is heavier than was first reported;—168 being killed and 62 taken prisoners.

The Suez Canal Company has resumed working the Canal.

Lieutenant-General Taylor has been appointed Adjutant-General (at the Horse Guards) in place of Sir Garnet Wolseley.

SUEZ, 22nd August, 6.25 p.m.

Professor Palmer, Major Gilland Flag-Lieutenant H. Charrington, of H.M.S. *Euryalus*, who lately went into the interior, under a friendly Arab escort, with the object of purchasing camels, have been captured by hostile Arabs. They had with them £3,000 in cash.

BOMBAY, 23rd August.

The Canal is unblocked, but vessels are prevented from entering for fear of accidents. There are forty steamers in the Suez harbour, including the mail-steamer *Malwa*, awaiting their passage through.

The action at Chalouf was a smart affair. The gunboats *Seagull* and *Mosquito* took two companies of Highlanders up the Canal to a point opposite the enemy's position, and shelled it. Afterwards the Highlanders, with the Marines and Blue Jackets, landed and attacked the enemy, who offered a stubborn resistance, but our troops being supported by a destructive fire of gatlings from the gunboats took the position at the point of the bayonet, completely routing the enemy. The remainder of the Highlanders marched from Suez along the Canal, but did not reach the scene of action until the fighting was over. The British loss was four killed, and fourteen wounded. The Highlanders afterwards marched to Ismailia.

SIMLA, 23rd August.

A further report from General Macpherson states that in the action at Chalouf the enemy who were about 3,000 strong, lost 168 killed and about 300 wounded. One of their guns was captured.

The loss on the British side was two men of the Seaforth Highlanders drowned, and two wounded.

No further news of Mr. Palmer or other captives.

Having arrived at Ismailia, after having passed through the Canal in safety from Port Said, the steamer *Kashgar* dropped anchor at nightfall. A message came from the captain of H.M.S. *Orion*, informing Captain R. G. Murray that it was advisable for him to go on forthwith to Suez, as it was probable that the Canal would be blocked before morning, when of course it would be too late for the *Kashgar* to get through at all. Captain Murray was, however, unable to comply with this recommendation, for the night was dark and he could not see the buoys or the banks, and to endeavour to navigate the Canal in the darkness would have inevitably led to the *Kashgar* going aground and sticking fast. He therefore decided to wait till the morning, and notified to the commander of the *Orion* that he would proceed then unless he received another notification from him at daybreak. What had happened was this. The *Orion* had observed 2,000 of Arabi's troops arriving by train, at a point some three or four miles distant from Ismailia, and taking up a position which seemed to indicate a design upon the portion of the Canal which passes between high banks in that direction. More troops were seen to come up by later trains. The inference seemed natural enough that the Canal would be blocked. During the night the passengers in the *Kashgar* witnessed the interesting spectacle of the lighting up of Ismailia by the electric light, thrown upon it from the *Orion*, the rays being occasionally directed to the Egyptian camp, which was, however, unfortunately hidden from the view of the *Kashgar* by an intervening mound. The Canal was not interfered with, and at dawn the *Kashgar* proceeded on her way. As it was not known what the enemy's soldiers in the neighbourhood might do, the captain's bridge was made bullet-proof by a breastwork of mattresses. There was great excitement on board, especially amongst the ladies. But the steamer got through without further adventure, and arrived at Suez in time to see Admiral Hewett take possession of that town.—*Bombay Gazette.*

LONDON, 23rd August.

The landing of the first Division at Ismailia has been completed. The Suez Canal along its whole length is now thoroughly cleared of the enemy. The British have occupied Serapium [the enemy] taking to flight and abandoning the place on their approach.

The telegraph lines between Cairo and Constantinople have been cut.

There is no truth in the rumour that Arabi is abandoning his position at Kafredowar.

LONDON, 24th August.

It is believed that General Hamley's division joins Sir Garnet Wolseley's, leaving starting [sic? General Starling] to garrison at Alexandria.

A large force of the enemy is concentrated at Tel-el-Kibir. Their advance guard of 3,000 men is a few miles distant from Ismailia. Sir Garnet Wolseley pushes forward forthwith, and a detachment of cavalry advances to-day.

The enemy have cut the freshwater canal near Ismailia.

The household cavalry and mounted infantry have advanced beyond Nefiche.

10,000 British troops are already landed at Ismailia.

It is reported that the Bedouins have cut the Boulac railway, preventing the retreat of Arabi to Upper Egypt.

LONDON, 25th August.

Sir Garnet Wolseley is at Nefiche.

Colonel Graham's force of household cavalry and mounted infantry having proceeded as far as Ramses, the enemy's advance guard opened fire on them with artillery. The casualties on our side were slight.

The bulk of the Indian contingent is nearing Suez; a portion already landed.

There are signs that Arabi is about to withdraw from his position at Kafredowar.

The enemy is entrenching at Heliopolis.

An official dispatch from Sir Garnet Wolseley states that after a successful skirmish with the enemy the dam which had been thrown across the fresh-water canal at Magfar was captured. The enemy, who had received reinforcements which brought their number up to about 10,000 men, were opposed by 1,500 Britisd cavalry and infantry.

LONDON, 26th August.

Sir Garnet Wolseley strongly reinforced yesterday, attacked and utterly routed the enemy at Ramses, at the same time capturing their camp, five Krupp guns, quantities of arms, ammunition and seventy-five railway carriages full of provisions.

Our troops behaved admirably throughout the action, and our losses were but slight.

The enemy is in a demoralised state.

Sir Garnet continues his advance.

The Nile is below the level of last year.

LONDON, 27th August.

It was on Thursday morning that Sir Garnet Wolseley captured the canal dam at Magfar, after which he held his ground all that day until his reinforcements came up, and advanced on Ramses at daybreak on Friday.

The enemy is at Kafredowar, still very active, entrenching and reconnoitring.

Arabi is at Ghemileh reinforced. An advance on Port Said is apprehended. Numerous desertions of Arabi's officers are taking place.

LONDON, 27th August, evening.

The latest advices state that all was quiet yesterday in Sir Garnet Wolseley's front. His cavalry occupied Kassassin Lock—a lock of the freshwater canal.

LONDON, 28th August.

General Hamley's force commenced cannonading Kafredowar yesterday. The reply from the enemy was of the feeblest character, and it is believed that the bulk of Arabi's force at that position has been withdrawn.

The railway from Ismailia to Ramses has been repaired.

The Bengal cavalry have arrived at Ismailia and have been sent to the front.

LONDON, 28th August.

A dispatch from Sir Garnet Wolseley, dated Sunday, says that the fighting of Thursday and Friday had greater results than was at first supposed. The enemy were utterly routed and fled in the direction of Zagazig, abandoning their arms, stores and camp.

SUEZ, 26th August.

All the Indian troops are moving up to Ismailia.

The transport will not return to India for the present.

There is no doubt that the Bedouins have been bought over by Arabi.

The wounded Egyptians taken prisoners at Chalouf are under the care of the naval surgeons on the *Hydaspes*, which has been appropriated as a hospital ship.

A locomotive and trucks, which arrived yesterday from Alexandria, were successfully landed, and start for Ismailia to-morrow.

The Indian transport arrangements are perfect.

The Canal Company officers are working cordially with the British authorities.

LONDON, 29th August.

Kafredowar has again been reinforced. The enemy, including Tripolitan Bedouins who have joined their ranks, are increasing in number and are entrenching (before) Mex (and) Aboukir.

Sir Garnet Wolseley's force consists of 11,000 men, 2,300 horses, and 27 guns.

The Indian contingent is arriving rapidly at Ismailia and is marching to the front.

The English troops are suffering from the intense heat: numerous cases of sunstroke have occurred.

Arabi's *factotum* Fehmy, who has been taken prisoner, reports great distress and insubordination in the Egyptian Army.

A new Egyptian Ministry has been formed under the presidency of Cherif, who has been appointed Foreign Minister with Riaz Pasha as Minister of the Interior.

LONDON, 29th August.

The enemy attacked the British position at Kassassin last night. The attack was repulsed, the enemy losing heavily, and eleven of their guns were captured. The British loss was 120 men.

LONDON, 29th August (midnight).

A dispatch from Sir Garnet Wolseley states that the enemy's force at Kassassin consists of a body of Arabs, eight battalions of infantry, and twelve guns, and the British force, (?) battalions of infantry, a detachment of cavalry, and five guns.

The dispatch adds that we attacked the enemy's front yesterday: our cavalry charged them in flank, sabring numbers.

Arabi who was present withdrew with his guns, abandoning his ammunition.

The British loss was seven killed and sixty wounded.

LONDON, 30th August (morning).

Later particulars state that the enemy maintained their attack on Kassassin from daybreak until nightfall, when they were utterly routed by a brilliant charge of our cavalry.

The railway is now working, and the whole of Sir Garnet's force is being moved to the front.

LONDON, 30th August (afternoon).

Generals Hamley and Alison with a brigade of Highlanders have embarked at Alexandria for Ismailia.

LONDON, 31st August (morning).

The enemy are entrenching near Kassassin. Sir Evelyn Wood commands at Alexandria, which is reinforced by marines.

LONDON, 31st August (evening).

A report is current at Ismailia that the Governor of Zagazig on behalf of Arabi is negotiating with the Khedive's Commissioner, who is accompanying Sir Garnet Wolseley, with a view to an armistice preliminary to surrender.

A British siege train of 36 guns and 1,000 men has been ordered to proceed to Egypt.

A difficulty as to where Turkish troops shall land in Egypt hinders the conclusion of the Anglo-Turkish Military Convention.

LONDON, 1st September.

The rumour that Arabi is negotiating for an armistice is not confirmed.

Sir Evelyn Wood is contracting his line of defences round Alexandria.

The cavalry charge at Kassassin was made by the Life Guards and 7th Dragoons led by Baker Russell.

INDIAN TELEGRAMS.

BOMBAY, 16th August.

A special telegram to the *Times of India* says that Lord Hartington, in the course of his budget statement, said the Indian Council unanimously opposed the proposal to abolish the Presidency Commands of the Bombay and Madras Armies.

SIMLA, 19th August.

The Maharao Raja of Ulwar has offered his aid to the Indian Government in connection with the Egyptian disturbances.

MADRAS, 18th August.

Riots have again broken out in Salem. One mosque has been wrecked. The military have been called out.

One native regiment embarked for Aden today per steamer *Asia*, two more regiments leave about the 24th.

MADRAS, 28th August.

The feeling at Salem grows more uneasy every hour. A large number of European and Eurasian residents left to-day, expecting further disturbances. It is rumoured that the 43rd Regiment is under orders for Salem. The influx of Muhammadans creates alarm.

MADRAS, 25th August.

The steamers *Chupra* and *Goorkha* left this morning with twelve hundred native troops. General Roberts was present and addressed the men.

BOMBAY, 22nd August.

The Mandalay Government has declined the draft of a Treaty with the Government of India: the reasons are believed to be our adherence to the provisions in the existing treaty for a Residency guard and our refusal to agree to fresh monopolies.

BOMBAY, 1st September.

The Burmese Embassy has been ordered to suspend negotiations and return to Mandalay, and so left Simla yesterday.

MISCELLANEOUS ITEMS.

LONDON, 18th August.

Mr. Gray, member for Carlow, has been sentenced to three months' imprisonment and to pay a fine of five hundred pounds for articles which he wrote in the *Freeman's Journal* reflecting on the Judge and jury in a trial for agrarian outrage. A long and animated discussion took place in the Commons relating thereto, but without result.

LONDON, 19th August.

A family of four persons have been murdered by agrarian assassins at Masindrama, County Galway.

LONDON, 21st August.

Mr. A. M. Ferguson is gazetted C.M.G.

LONDON, 24th August.

The anti-Christian agitation is increasing in Syria. The Governor of Damascus is asking the Porte for reinforcements.

LONDON, 25th August.

The steamer *Thames* left Aden for Colombo at 4 on the morning of the 25th.

The Archbishop of Canterbury is very ill from an attack of congestion of the lungs.

CONSTANTINOPLE, 25th August.

The Porte declares tranquility is restored to Syria.

ATHENS, 29th August.

The Turks attacked the Greeks at Deravi on Sunday last. Fighting continues. 1,000 Greek troops have been sent to the frontier.

CONSTANTINOPLE, 30th August.

Fighting has been renewed on the frontier of Thessaly between the Greeks and Turks.

LONDON, 30th August.

The Ducal Line S. S. *Duke of Buccleuch* put into Antwerp damaged by collision. Afterwards an explosion on board killed the captain and wounded five seamen.

The Archbishop of Canterbury is progressing favourably.

H. R. H. Prince Leopold is very ill from an attack of hemorrhage.

LONDON, 31st August (morning).

H. R. H. Prince Leopold is slightly better.

LONDON, 1st September.

Persistent rumours that there is considerable military activity in Russian Armenia.

BOMBAY, 1st September.

A *Times of India* special telegram says that the Australian cricketers beat "All England" by seven runs.

Thames-Street Industries, by Percy Russell. This Illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the World, or John Gosnell and Co., London.—[Advt.] [631

The *Hochi Shimbun* states that a newly discovered deposit of gold and silver ore at the Ikuno silver mine, yields from three to four tons of ore daily, which contains 75 parts of silver ore and 25 parts of gold, the value of one ton being about 15,000 or 16,000 yen.

COMMERCIAL INTELLIGENCE.

THURSDAY, 14th September.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand ... 3/9
Bank Bills, at 30 days' sight ... 3/9¼
Bank Bills, at 4 months' sight 3/9½
Credits, at 4 months' sight ... 3/9¾
Documentary Bills, at 4 months' sight ... 3/9¾

ON PARIS.—
Bank Bills, on demand ... 4.71
Credits, at 4 months' sight ... 4.82

ON BOMBAY.—Bank, 3 days' sight 224½
ON CALCUTTA.—Bank, 3 days' sight 224½

ON SHANGHAI.—
Bank, sight ... 72¾
Private, 30 days' sight ... 73¼

SHARES.

Hongkong and Shanghai Bank Shares—130 per cent. premium.
Union Insurance Society of Canton—$1,600 per share.
China Traders' Insurance Company's Shares—$1,560 per share.
North China Insurance—Tls. 1,225 per share.
Yangtsze Insurance Association—Tls. 850 per share.
Chinese Insurance Company—$255 per share.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$80 per share.
Hongkong Fire Insurance Company's Shares—$1,030 per share.
China Fire Insurance Company's Shares—$322½ per share.
Hongkong and Whampoa Dock Company's Shares—53 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$32 premium.
Indo-China Steam Navigation Co.'s Shares—Par.
Hongkong Gas Company's Shares—$82 per share.
Hongkong Hotel Company's Shares—$107 per share.
China Sugar Refining Company, Limited—$198 per share.
China Sugar Refining Company (Debentures)—3 per cent. premium.
Luzon Sugar Refining Company, Limited—$120 per share.
Hongkong Ice Company's Shares—$145 per share.
Hongkong and China Bakery Company, Limited—$60 per share.
Chinese Imperial Loan of 1874—Nominal.
Chinese Imperial Loan of 1877—Nominal.
Chinese Imperial Loan of 1878—2 per cent. prem.
Chinese Imperial Loan of 1881—2½ per cent. prem.

CHARTERS EFFECTED.

The following settlements are taken from Messrs. SIEIL & LAMKE's Freight Circular:—

British steamer CLIFTON, 1,717 tons, Hiogo to Gibraltar for order, £2 15s. per ton of 20 cwt.
American ship SARAH S. RIDGWAY, 869 tons, to New York, private terms.
American ship INVINCIBLE, 1,460 tons, to Victoria (B.C.), private terms.
British ship ROCKHURST, 1,700 tons, to San Francisco, private terms.
British bark VICTOR, 402 tons, to Port Chalmers, £850 in full.
British bark MAGENTA, 327 tons, to Chefoo, $1.50 per ton coal.
German bark ANNA, 447 tons, to Touron and back, $2,250 in full, 26 lay days.
German bark FRANCIS & AMANDA, 380 tons, to Chefoo and back *via* Newchwang, 25 cents per picul, 30 lay days.
British bark NONPAREIL, 399 tons, to Newchwang and back, 26 cents per picul, 30 lay days.
German bark TALEE, 350 tons, to Newchwang and back, 29 cents per picul, 30 lay days.
French brig RAMIER, 280 tons, to Newchwang and back, 30 cents per picul, 22 lay days.
German bark VALPARAISO, 486 tons, to Newchwang and back, 29 cents per picul, 35 lay days.
German brig AUGUST, 297 tons, to Newchwang and back, 30 cents per picul, 25 lay days.
German bark ERLKONIG, 456 tons, Newchwang to Hongkong, 27 cents per picul, 30 lay days.
British bark COURIER, 397 tons, Newchwang to Hongkong, 25 cents per picul, 30 lay days.
British bark KISHON, 473 tons, Newchwang to Hongkong, 25 cents per picul, 28 lay days.
Norwegian bark SOLVEIG, 602 tons, Newchwang to Hongkong, 26 cents per picul, 29 lay days.
British bark SATSUMA, 356 tons, Newchwang to Whampoa, 29 cents per picul, 24 lay days.
British steamer CLIFTON, 1,717 tons, Saigon to Hongkong, 12½ cents per picul, Saigon to Hongkong (re-charter), 13 cents per picul, 14 lay days.
German steamer OLYMPIA, 783 tons, to Saigon and back, $3,750 in full, 13 lay days; Saigon to Hongkong (re-charter), 13½ cents per picul, 8 lay days.
British steamer REMUS, 642 tons, to Haiphong and back, $2,000 in full, 9 lay days.
British steamer DEVONSHIRE, 1517 tons, to Singapore and Penang, $3,600 in full, 5 lay days.
British steamer KILLARNEY, 1,060 tons, Saigon to Hongkong, $4,250 in full, 11 lay days; Saigon to Hongkong (re-charter), 12½ cents per picul, 8 lay days.
British steamer GLENELG, 894 tons, Saigon to Hongkong (re-charter), 13½ cents per picul, 7 lay days.
British steamer HOIHOW, 896 tons, Saigon to Hongkong, 14 cents per picul, 8 lay days.
German steamer ATALANTA, 784 tons, Saigon to Hongkong, 12 cents per picul, 7 lay days.
British steamer MEATH, 1,377 tons, Saigon to Hongkong, 12 cents per picul, 9 lay days.
British steamer ÆGEAN, 749 tons, to Saigon and back, $3,500 in full, 13 lay days.
British steamer SOLWAY, 510 tons, to Batavia 20 cents per picul.
British steamer CANOPUS, 1,818 tons, to Singapore and Penang, $4,300 in full.
British steamer MADRAS, 1,068 tons, monthly charter, three months, option three months, $6,000 per month.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & Co.'s REGISTER.)

September 14th.

Barometer—9 A.M.	30.010
Barometer—1 P.M.	29.970
Barometer—4 P.M.	29.952
Thermometer—9 A.M.	87
Thermometer—1 P.M.	86
Thermometer—4 P.M.	86
Thermometer—9 A.M. (Wet bulb)	79
Thermometer—1 P.M. (Wet bulb)	78
Thermometer—4 P.M. (Wet bulb)	77
Thermometer—Maximum	87
Thermometer—Minimum (over night)	80

CHINA COAST METEOROLOGICAL REGISTER.

September 14th.

BAROMETER, THERMOMETER, &c.	HONGKONG		AMOY		SHANGHAI		MANILA	
	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	On date at 10 A.M.	On date at 4 P.M.
Barometer	29.88	29.94	29.74	29.90	29.80	29.89	30.07	30.00
Thermometer attached	88.0	87.0	89.0	85.0	75.5	76.5	80.8	81.5
Direction of Wind	[illegible]	E	E	NE	N	NNW	NE	SW
Force	2	4	2-4	1-2	5	2	0	2
Dry Thermometer	88.0	84.0	89.0	85.0	78.0	74.0	86.0	84.5
Wet Thermometer	74.0	76.0	77.0	80.0	71.5	69.5	79.1	77.2
Weather	b.c.	b.c.	b.c.	b.c.	b.c.	b.c.	b.c.	o.c.
Hour's Rain	—	—	—	—	—	—	—	9
Quantity fallen	—	—	—	—	—	0.17	—	0.72

BAROMETER, level of the sea in inches, tens, and hundreds.

THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.

DIRECTION OF WIND is registered every two points, N.N.E., N.E., &c.

FORCE OF WIND.—0 calm. 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 9 strong. 9 to 10 heavy. 10 to 12 violent.

STATE OF WEATHER.—B. Clear blue sky. C. Cloudy. D. Drizzly. F. Fog. G. Foggy. H. Hail. L. Lightning. M. Misty. O. Overcast. P. Passing showers. Q. Squally. R. Rainy. S. Snow. T. Thunder. U. Bad, threatening. V. Visibility. W. Storm. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.

RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

NEWS FOR THE ENGLISH MAIL.

A GRIEVOUS SLANDER.

The statement concerning the Administration in this Colony which has found its way into a recent issue of the *Pall Mall Gazette* can only be characterised as a tissue of scandalous falsehoods. The first feeling of a Hongkong resident on perusing this mendacious composition must be one of indignation, to which will succeed surprise at the audacity that has dared to put such a transparent untruth in print. We say "surprise," but the word is probably inapplicable. Such a foul and false slander must have been inspired, and judging from past experience it would not be difficult, we think, to guess the source of that inspiration. We might condemn the want of discretion displayed by the newspaper which published it, but the editor of the *Pall Mall Gazette* cannot be expected to have any very intimate acquaintance with the internal affairs of Hongkong, and on receiving information that such and such was the case it might not at once occur to him that the statement was made from interested motives, or that the informant was an habitual distorter of the truth. The information (save the mark) published by the *Pall Mall* does not profess to have been supplied by a correspondent, and it could not possibly have been derived from the local papers; even making the most ample allowance for the crassest obtuseness on the part of the compiler. It is evidently a *communiqué*. The effect of the statement is as follows—that before the arrival of Sir JOHN POPE HENNESSY the feeling of the Chinese with regard to the Government of this Colony was one of timidity and suspicion, that under the administration of Sir JOHN this was replaced by confidence, "Chinese capital was freely invested in "land (!) and various industrial enterprises "in the colony, and the Chinese had commenced to settle permanently on the island;" but that after the departure of that officer, Mr. MARSH, the Administrator, indulged in acts unfriendly to the natives, with the result of "a steady outflow of Chinese, with "their money, which has now reached such a "pitch that on June 10, only three short months "after the Governor's strong hand was re"moved from the helm, a public meeting of "colonists was called for the purpose of "discussing the reasons which have led to "the withdrawal of native capital from the "colony." A more infamous libel was never penned than the above reference to Mr. MARSH, while the untruthfulness of the whole of the statements is transparent in this Colony. Unfortunately it will not be equally clear to readers in England; the writer of the statement must, indeed, be credited with a diabolical ingenuity in his tergiversation. The idea of dragging in the meeting of "persons interested in land" as a fact corroborative of the statements made was certainly clever, however unprincipled it might be. The cause that led up to that meeting was extensive gambling in land, in which many Chinese came to ruin. The Chinese themselves now seem disposed to throw some of the blame of this gambling on Sir JOHN POPE HENNESSY, saying that he led them into it by specious statements as to "all the wonders that should be;" and when property had been inflated to double its real value His Excellency had the satisfaction of blowing his trumpet in connection therewith, and in the Legislative Council he pointed to it as a proof of his successful administration. The crisis came, the foreign banks saw a crash looming and called in their advances, the native capitalists in Canton and Fatshan lost confidence and followed suit, and the whole fabric collapsed like a house of cards. Money became exceedingly scarce, credit was not so readily given as before, and considerable inconvenience was felt, even by those who were not interested in land. This being the state of affairs the Chinese called a meeting to consider the matter. The difficulty was purely a commercial one, and no political considerations of any kind were introduced at the meeting, with the exception of a harmless but impracticable suggestion that the Government should lend out money at a low rate of interest. Yet the holding of this meeting is seized upon as the foundation for a statement to the effect that Mr. MARSH's acts had led to the destruction of the confidence of the Chinese in British administration. *Magna est veritas et prævalebit*—we hope so at any rate. It happens that the land bubble burst before His Excellency the Administrator returned to Hongkong, and no responsibility in relation to it can therefore by any stretch of a malign imagination be saddled upon him. The Governor's "strong hand," it is stated, is to be transferred to one of the Australian Colonies. Alas! for that colony, presumably Queensland. However, Hongkong has happily got rid of her Old Man of the Sea, and we can only hope we shall never look upon his like again. His hand is undoubtedly strong—for the working of mischief.

THE SETTLEMENT OF THE KOREAN DIFFICULTY.

The terms of the settlement arrived at between Japan and Korea mentioned by our correspondent are almost identical with those enumerated by the Chefoo correspondent of the Shanghai *Shin-pao*, with the exception that the latter does not name the amount of indemnity to be paid to Japan. From this enumeration of the terms of peace it is apparent that the Japanese Government have been ruled by moderation, and that they did not allow themselves to be swayed by the bellicose spirits who are eager for war anywhere so that they may have some scope for excitement, some field for the employment of their martial energies. It redounds greatly to the credit of the Japanese Government that they should have acted so calmly and yet so resolutely in the midst of much excitement and despite something like an outcry for war. It can hardly be denied that a war on Korea would have been popular with the military and samurai class in Japan, and had the Government allowed themselves to be led away by the first outburst of feeling which followed the reception of the news of the murder of the Japanese in Seoul, they could hardly have been severely blamed. Happily the threatened storm has passed by, and the political firmament in the Far East is once more comparatively clear. How far the Chinese Government may have committed themselves by their unexpected action in the peninsular kingdom time will show. But the Peking Government are peculiar; and they will probably urge that the action taken in connection with the Korean imbroglio is not a precedent to govern their conduct towards tributaries who may in the future create for themselves an unpleasant situation. On this occasion, too, it cannot be said that China has intervened to save Korea from the consequences of her misdeeds. She exerted her influence to avert hostilities, it is true, but she advised Korea to submit to the conditions of settlement which Mr. HANABUSA presented, and the justice of which the Chinese Envoy acknowledged. The result, it may be hoped, will be that the Koreans will profit by the experience thus purchased, and learn to treat the subjects of other states with the regard that they would claim for themselves. Unless security to life and property can be guaranteed, the privilege of residence in Korea is worthless to foreigners. Korea has so far learned very little. Scarcely less arrogant than before the opening of her ports to Japanese trade, she looks with disdain upon foreigners and affects to treat them as inferior beings. So little are Europeans inclined to tolerate Korean arrogance that they will evince no eagerness to avail themselves of the treaty stipulations. Indeed, the Washington Government so far from endorsing the terms of the Treaty negotiated by Commodore SHUFELDT have refused to ratify it. Whether the eagerness manifested by the gallant Commodore and his Chinese friends to conclude that agreement, and the facility with which he accepted conditions entirely opposed to those of former treaties with China and Japan, had any effect in aggravating Korean pride and conceit will perhaps never be known, but it is possible that they proved incense to her vanity, and rendered her reckless in her treatment of Japan.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held on the 5th inst. There were present:—

HIS EXCELLENCY THE ADMINISTRATOR, (Hon. W. H. MARSH, C.M.G.)
Hon. Sir G. PHILLIPPO, Chief Justice.
Hon. F. STEWART, Acting Colonial Secretary.
Hon. E. L. O'MALLEY, Attorney-General.
Hon. J. RUSSELL, Colonial Treasurer.
Hon. P. RYRIE.
Hon. NG CHOY.
Hon. F. B. JOHNSON.
Hon. E. R. BELILIOS.

MINUTES.

The minutes of the last meeting were read and confirmed.

QUARANTINE.

HIS EXCELLENCY—Gentlemen, I have been compelled to summon the Council to-day without the usual notice in consequence of the urgency of one of the matters contained in the agenda, that of quarantine. The Council is aware cholera is prevailing in the Philippine Islands and at Kiung-chow in Hainan, and vessels arriving from both these places have been put in quarantine. A vessel arrived yesterday from Amoy, which, on her passage from Manila to Amoy, had lost fifteen persons, and on her way here from Amoy one person died and one was ill on arrival. I am happy to say reports to-day say this man is a good deal better; in fact, there is hope that he will recover. The Executive Council has had frequent meetings lately for the purpose of devising measures and taking steps to prevent the introduction of cholera here, but we found some difficulty in dealing with the matter, as in the opinion of the learned Attorney-General the powers given to the Governor in Executive Council are not wide enough. I therefore propose to lay before the Council to-day a bill to extend those powers. Arrangements have been made for establishing a temporary lazarette on Stonecutter's Island and I hope in three or four days this will be completed. Accommodation will be provided for three or four people, and Dr. Marques, with a staff of nurses, is prepared to go over there at a moment's notice to attend persons who may have to land from vessels sick. At present, however, under the powers possessed by the Governor in Council, he cannot proclaim this as a lazarette and cannot prevent persons landing and interfering with people there. The power to do this will be given by the bill now laid before the Council.

The ATTORNEY-GENERAL—I second the motion for the first reading of this bill. Perhaps I may explain shortly to the Council in what respects the existing powers are insufficient and in what respects it is proposed to supplement them. By the 1st sub-section of section 25 of Ordinance 8 of 1879 it is provided that "Whenever the Governor in Council has reasonable cause for believing that any country or place is infected with any infectious or contagious disease, he may make such regulations concerning vessels arriving from such country or place as he thinks necessary for preserving the public health of the colony." It has been found there are dangers not only from vessels arriving directly from the infected places, but also from vessels arriving from ports which may in some cases be in communication with infected places. It is therefore proposed to amend that section by inserting after the words "or place," and before the words "as he thinks necessary," the following words—"Or from any port or place in China or Japan or Cochin-China which appears to the Governor in Council to be likely to be in communication with any such country or place." Sub-section 6 of section 25 of Ordinance 8 of 1879 provides for the making of regulations for the enforcing of quarantine, and it is proposed to add to that the following words—"The Captain Superintendent of Police and any officers that he may appoint for the purpose of enforcing quarantine shall have the same powers to prevent the commission of breaches of such regulations and to arrest, recapture, or detain offenders against them as may be used by any person for the prevention of any felony or the arrest, recapture, or detention of a felon." It is unnecessary to say that in cases of quarantine the remedy provided for any infringement of any regulation, namely, the punishment of the offender, is not in itself sufficient. It is desirable to use all possible means to prevent such offence. Then it is proposed to add to the end of sub-section 1 the following clause; this is to meet the requirements of a quarantine ground—"The Governor in Council may from time to time by regulations under this section set apart suitable places in available situations for quarantine stations and provide for the detention and seclusion in such stations of persons arriving on board of vessels subject to quarantine."

The Bill was read a first time, and the standing orders were suspended in order that it might be proceeded with at this sitting.

The ATTORNEY-GENERAL moved the second reading of the Bill.

Hon. P. RYRIE—Your Excellency, I should like to make a few remarks with reference to this bill. I fully appreciate the importance of taking adequate measures to preserve the health of the colony, and of course I entirely approve of the bill in every way. At the same time it is a very serious matter to the trade of this place carried on with Swatow, Amoy, and Foochow. As it stands at present it is a very grave consideration to the owners of lines of steamers running on that route. I have heard and probably Your Excellency has the same information, that it is the intention of the Consuls at Amoy, in conjunction with the Taotai there, to place all vessels in quarantine that arrive at that port from Manila or any other infected place, and it is also in contemplation, I believe, to attempt the same at Swatow. I merely mention this as showing the importance attached to the matter at the coast ports, that is, that they are seriously considering the danger; and also the immense loss it is to traffic. However, I suppose when the arrangements are completed the detention of a steamer will only be a matter of twenty-four hours or so. I feel assured your Excellency will duly consider the importance attaching to the detention of a vessel and will make it as light as possible.

HIS EXCELLENCY—The Executive Council will take into consideration the importance of what the hon. member states. I may say I had information from the Consul at Amoy yesterday that they had actually placed quarantine on vessels arriving there from Manila. Of course a certain number of days must elapse from the date of their leaving before we can allow practique to vessels from Amoy, because a ship on board of which there had been deaths had landed 200 passengers there. I understand also that quarantine regulations are to be enforced at Swatow. All these matters must be taken into consideration.

Hon. P. RYRIE—Having been in communication with the manager of the leading line of steamers on the coast I merely mentioned the matter to allay his fears and show that everything would be done to make the detention as light as possible having regard to the safety of the place, and that was my object in addressing the Council to-day. I feel sure your Excellency will do everything possible to make the hardship as light as possible.

HIS EXCELLENCY—Yes, everything that can be done with safety to the health of the place.

The bill was then read a second time, committed, and passed.

SUPREME COURT (VACATION) ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Supreme Court (Vacation) Ordinance, and stated that in Committee he would move that sections 2, 3, and 4 should be withdrawn. He said—The Chief Justice may arrange the vacations for the convenience of the public. I may state it is found quite impossible, and will be found more so as time goes on, having regard to the large amount of administrative work the Supreme Court has to do, to close the offices for a stated period and allow the officers to go away. Therefore the vacation as provided by the Ordinance will be found much more to their convenience and to the convenience of the public than that there should be a hard and fast line of a vacation of two months.

The COLONIAL TREASURER—The omission of those sections does away with the vacation altogether.

The CHIEF JUSTICE—Yes; I have consulted with Mr. Justice Snowden and we are of opinion that whilst the vacation is a considerable loss to suitors and others engaged in the court it is really of no importance to the judges or officers. With regard to the vacation itself, it is impossible, considering the large amount of administrative duties the court has to do in addition to its own duties, that the office can ever be closed. The Registrar or Deputy Registrar and some of the clerks must always be in attendance to transact business with regard to the Summary Court, Probate, and Admiralty; and with regard to the management of bankruptcy estates, intestate estates, and many other branches of the administrative departments of the court, the Registrar's office must remain open. Under these circumstances it seems to me the better plan would be to place the Judges and officers of the court in the same position as other officers, that is, that they should get their vacation when they want it and when the state of the public business allows of it. I think we can arrange that all shall get their vacation in turn, and that there is no occasion to close the court. For these reasons I have no objection whatever to abolishing the vacation.

The bill was read a second time, committed, and passed.

THE HONGKONG AND SHANGHAI BANK ORDINANCE AMENDMENT ORDINANCE.

On the motion of the ATTORNEY-GENERAL the Hongkong and Shanghai Bank Ordinance Amendment Ordinance, 1882, was read a first time. The bill substitutes new sections for sections 12 and 13 of the old Ordinance, the subject of the sections being the issue of notes at the different establishments of the Bank.

THE VEHICLES ORDINANCE.

The COLONIAL TREASURER—I have to move the first reading of an Ordinance to amend Ordinance 6 of 1863, the Regulation of Chairs and Vehicles Ordinance. As the law stands at present there is no means of limiting the number of public vehicles, and there are complaints on all sides of how the jinrickshas are crowding the streets. Although there is a regulation providing stands for them it is absolutely impossible to place them on the stands, because you might place them in line and they would extend from Taipingshan to East Point. There are 900 already as well as some 600 chairs, but as the Ordinance stands at present the Registrar-General is bound to issue a licence to every person who applies, and it may be necessary—I don't say it is—to take legislative action in the matter, and therefore it is I introduce this bill. It is proposed that the Governor in Council may make regulations as to the number of vehicles to be licensed. This can be done effectively by adding to Ordinance 6 of 1863 a clause providing that the Governor in Council may from time to time make regulations limiting the number of public vehicles. At present I have proposed some plans of a new jinricksha and submitted them to the owners of the jinrickshas—and which they seem to fall in with which may prevent the necessity of this Ordinance. If these are adopted the Ordinance may not be necessary, but all the same I ask that it be read a first time.

The ACTING COLONIAL SECRETARY seconded.

The bill was read a first time.

THE TRAMWAYS.

HIS EXCELLENCY—I have to inform the Council I have received a despatch from the Secretary of State informing me that he cannot recommend Her Majesty to approve the Tramway Ordinance in its present form. He has forwarded some lengthy correspondence from Mr. Price and the Board of Trade on the subject, which I lay upon the table, and which I will have printed and circulated amongst members of Council so that they may study the matter before it is brought before the Council again.

This was all the business before the meeting.

THE HONGKONG CRICKET CLUB.

ANNUAL MEETING.

The annual meeting of the members of this club was held at the Cricket Pavilion on the 11th inst., when there were between 20 and 30 members present. The chair was occupied by the President, Mr. A. Coxon.

The hon. secretary, Mr. W. HYNES, read the minutes of the previous annual meeting, and they were confirmed.

The following is the

REPORT.

TO THE MEMBERS OF THE HONGKONG CRICKET CLUB.

GENTLEMEN,—The Committee have again the pleasure of placing before you a statement of accounts and list of Members for the past year.

This year tables of the batting and bowling averages are added.

They have also this year placed a book of beauty in the Pavilion, to which present and past members are invited to contribute their photographs, and they purpose begging the Sketching Club to favour them with a few sketches of prominent members in their favourite attitudes "wielding the willow" "trundling the leather" or missing a catch.

The cricket season was moderately successful, although the Club sustained one or two serious reverses; but the Committee have to regret the departure of several players, who for a number of seasons have been the mainstays of the Hongkong Eleven. They trust, however, that colts coming forward will worthily take their places.

The financial position is very satisfactory, and when the credit balance becomes a little larger, a great addition to the arrangement for the comfort of members is contemplated.

By the kind permission of His Excellency the Administrator, arrangements for an improved system of watering the ground are in progress.

The tea provided on the ground last season was contributed by two members, whose liberal example we hope will be followed this year.

The restriction on members playing Tennis without proper shoes has been followed by the best results. Your Committee regret that in their opinion it should be necessary to close the ground against Lawn Tennis players during the summer months, but they believe this measure cannot be avoided, as it enables the ground, which is very much worn after the winter, to thoroughly recover and be fit for another season of hard work, while if left open during the rainy season, a few games thoughtlessly or inconsiderately played when it was soft after rains, would interfere with the enjoyment of the whole body of members during the winter.

The Old man has not wanted mending this season, as, learning wisdom from experience, he now fields at very deep long field, instead of seeking the thickest of the fray near the nets.

Your Secretary has placed his resignation in the hands of your Committee, and they are now looking for an active and energetic young man who thinks Cricket a much better game than Tennis.

WILLIAM HYNES,
Hon. Secretary and Treasurer,
Hongkong Cricket Club.

Hongkong, 9th September, 1882.

The CHAIRMAN thought that as the report for the past year had been in the hands of the members for some time, it might be taken as read. He said—The report as presented by the hon. secretary is satisfactory to a certain extent, but we have to deplore the loss of a great many members, some 45 or 46 having left the colony since last season, and I think I may say that this meeting deplores the loss of our late President, who died in March last—(Hear, hear). He was a great friend to all us, and Hongkongites will look upon the memory of Mr. Hugh Bold Gibb with the greatest affection. He was a great friend to all sport, and wherever a subscription in aid of sport was required, Mr. Hugh Bold Gibb's name was at the head of the list.—(Applause). I assure you, gentlemen, I, amongst many other old residents of the colony, deplore the late Mr. Gibb's death as I would that of a brother—(Renewed applause). The accounts are in a very favourable condition, there being $1,500 on fixed deposit and a credit balance of $164. In the last part of the hon. secretary's report, he places his resignation in the hands of the committee, who tell us to look out for an energetic young man who likes cricket better than lawn tennis. (Laughter). I think we may induce our old friend, Mr. Hynes, to continue the duties of Secretary for a short time longer, and I propose that Mr. St. Croix be appointed to act as Treasurer of the Club from this date—(Applause).

The report was adopted.

Mr. ST. CROIX declined to take the post of Treasurer, or to have anything to do with money, though he was willing to assist the club to the best of his power in any other way. He should be glad to see Mr. Hynes continue to act as Secretary, with thanks for his services in the past and for what he might do in the future. He suggested that something should be done in recognition of those services.

Mr. HYNES—I cannot take it this year. From causes over which I have no control, it would be unwise for me to accept the office this year.

Mr. St. Croix, on being asked to take the Secretaryship, at first declined doing so this year, but afterwards expressed his willingness to do so, and Mr Foss, on being appealed to, consented to take the post of hon. treasurer, Mr. Hynes promising to assist as far as lay in his power.

The CHAIRMAN then withdrew his previous proposition, and substituted a proposal for the election of Mr. St. Croix and Mr. Foss as Secretary and Treasurer respectively. He did not know whether that would be a proper occasion to deal with the suggestion contained in the words of Mr. St. Croix with regard to their ex-Secretary, but he thought it was a serious matter, which they ought to entertain at a special meeting to be held hereafter—(Hear, hear, and applause).

The proposal was agreed to.

The CHAIRMAN announced that the ground would be open for practice on Monday, the 2nd prox. for practice, and that the opening match—the First Eleven against the Next 22—would take place on Thursday and Friday, the 5th and 6th.

Mr. HYNES—Before we proceed to the election of committee, I think I shall have the whole support of the meeting when I propose that Mr. Coxon continue to hold the office of President.

The proposition was carried by acclamation.

The next business was the election of civilian members of the committee. The number of the committee being nine, and Messrs. Coxon, St Croix, and Foss being *ex officio* members by virtue of their offices, and two of the committee being appointed from the military, it remained to the meeting to appoint four civilian members. A ballot placed Messrs. Travers, Deane, Hynes, Jones, and Darby at the head of the list, the latter three having equal numbers voting for them, and a second ballot placed Mr. Hynes at the head of the list, with Messrs. Jones and Darby equal again.

Capt. DEANE proposed that as those two gentlemen had twice had the same number of votes, both should be elected, and the proposal was agreed to.

The CHAIRMAN—It is now my pleasing duty to present the usual prizes to the players who have most distinguished themselves during the season, in token of the club's appreciation of their play. I regret to say that there are fewer of these prizes to be awarded than was the case last year, and though this is a saving to the club, I am sure you will agree with me that it is a kind of economy which is not to be desired—(Hear, hear). Some gentlemen leaving Hongkong were good enough to leave behind them a silver mounted bat for the best average among the members of the club, and this Mr. Dunman is entitled to by his fine average of 48—(Applause). Mr. Dunman is also entitled to another bat for his score of 152 against the New Comers. I have also the pleasure of presenting a bat to Mr. St. Croix for his innings of 69 against the Buffs, and I hope that with it he will manage to swell many a large total for the club.—(Hear, hear). Mr. Hynes is also entitled to a bat for a score of 76 he made against the Detached Squadron, and he also gets one, for scoring the most runs for the club during the season—(Applause.) The ball for the best bowler goes to the celebrated "lobster," Mr. I. D. Walker, the Middlesex captain, who on a celebrated occasion, overthrew the club champions. Mr. Hynes is also entitled to a ball for taking the greatest number of wickets during the season—(Applause).

Mr. C. U. STUART, on the question being asked whether any member had any matter to bring forward, suggested that it would be a very good thing if the committee would do something to keep the ground clear of outsiders during play. Small boys were a very great nuisance, and there was really considerable danger to children. If one hit a ball so that it struck one of the children on the ground, he might be guilty of accidental murder, or whatever it might be called. He thought it should be a strict rule that no one should be allowed upon the ground but members during play.

Mr. HYNES said that the committee had done what they could in this matter, and after a few further remarks, the subject dropped.

Mr. HYNES stated that new nets for cricket practice were being prepared at "Mr. Hayward's Hotel," which nets would be 10 feet high and 20 feet long, so that almost every ball would in future be caught by the net, which would be a benefit to everybody, especially to the tennis players, who would thus avoid all risk. Theirs was a game in which there was no risk, and it required no pluck or courage to play it. He took it that that was a quality which all Englishmen ought to cultivate. In no place in the world were lawn tennis player so much inconvenienced as at Hongkong. They had also further endeavoured to protect them by having a net to stretch across the field in front of the tennis courts, which would prevent the cricket balls from going there, which had often been a great nuisance to the tennis players. He hoped, however, that now they had made tennis playing so safe, the members would not all desert cricket for that sport.

Mr. ANGIER suggested that a chance should be given to members who were not appointed on first elevens, by getting up some second eleven matches.

Mr. HYNES said they had never been able to get up a second eleven, though they had tried on several occasions.

Mr. ANGIER said he had been a member all last year, and though most willing to play, he had never been asked to do so.

Captain DEANE said the committee would in future keep a book of players who were not members of the club.

The CHAIRMAN—There is no time like the present, so before we separate, I propose a sincere vote of thanks to our old Secretary for the undaunted courage he has shown during many seasons, and for the energetic way in which he has worked and kept the club together, and I wish him long life and prosperity. I propose his good health, and that the club hereby pass a vote of thanks to him—(Prolonged applause).

Mr. HYNES—Gentlemen, I am much obliged to you for your vote of thanks, and I assure you everything I have done for cricket has been a labour of love. I am very glad indeed if you think I have done anything for cricket here—(Renewed applause).

A vote of thanks to the Chairman closed the proceedings.

THE LOSS OF THE STEAMER "HONGKONG."

COURT OF INQUIRY.

A Marine Court of inquiry into the loss of the steamer *Hongkong* was opened at the Harbour Office, Hongkong, on the 12th September, before Captain H. G. Thomsett, R.N., Marine Magistrate, Lieut. G. W. Balliston, R.N., Captain Wm. Tatton, master, steamer *Moray*, Captain R. H. Joy, master, steamer *Canopus*, and Capt. R. Clasper master, steamer *Fano*.

Mr. Wotton watched the case for the master of the *Hongkong* and for Messrs. E. D. Sassoon & Co. and D. Sassoon, Sons and Co., owners of cargo consigned by the vessel.

Capt. John Fryer said—I joined the *Hongkong* on the 18th November last year, and remained on board till the 7th of August, the day of the wreck. Her tonnage was 958 registered, and her horse-power 200. My officers were composed of chief officer, second officer, and four engineers. The officers had certificates, and the chief, second, and third engineers had certificates. The rest of the crew was composed of twelve Chinese seamen, nine Chinese firemen, and five cooks and stewards. When the vessel was wrecked I was on my way from Hongkong to Shanghai. I left on Saturday, the 1st inst., with fine weather, but rather a heavy swell. I had on board 136 chests of opium. I did not have fine weather all the way, but it commenced to blow a fresh gale from the N.E. at midnight of the 6th. The ship was then going nine knots. The ship's log was lost, it was in the chief mate's room, which was stove in by the sea, and was washed out and lost overboard. At the time the gale sprang up we were steering N.E. half N. as near as I can tell from memory. I steered that course until I sighted Ockseu the following morning at half-past six. I passed to the West of Ockseu at half-past nine that morning, about a mile on the starboard beam. It was then blowing hard from the N.E. and the breeze freshening all day. Finding the wind and sea were increasing and the barometer falling rapidly, I made up my mind to bear up for Tai Yau. [Witness produced the chart with which he navigated the steamer.] I was abreast of Cape Yit about 10.45, and from there I shaped my course N.N.E. The pilot I had on board was a Chinaman who had been recommended to me, and he had been with me for five voyages. He was sent down from Amoy, and I took him on board here. It was a clear bright day.

Capt. Thomsett—Where is that Chinaman?

Witness—I cannot find him. He had been in the employ of the Company some years. I had never been through the Haitan Straits before, and this was my first visit to China. It was my ninth voyage up and down the coast, seven to Hongkong and Shanghai and two to Saigon. I should not have undertaken the passage through the Haitan Straits had I not had an experienced pilot on board, and even then I should not have gone had I not had the latest and best charts. I was in my chart room when the vessel struck, studying my position on the chart to see where I should anchor that night. The chart room was on the bridge. I had the lead sounded, but could not reach the bottom with 16 fathoms. I was not in the chart room more than three minutes, and was just coming out, when the vessel struck. She struck very heavily. The second officer stopped the engines and they remained stopped. I called out and asked whether there was anything wrong below, as I saw the funnel rise three or four inches. It was reported that the boilers had shifted from their seats and knowing by that that something had gone through the ship's bottom, I went below myself to examine them. I gave orders to draw the fires. There were 136 passengers on board. I had the lead sounded, and it was reported that there were 6½ fathoms of water forward, 9 aft, 2½ on the port side, and 13 on the starboard side. The ship struck at 11.15. In the first place I sent the second officer and pilot to the nearest Mandarin for the assistance of junks to lighten the cargo. It was, however, blowing so hard that they could not go there, and had to put back. In the meantime I landed nearly all the passengers on the nearest island. The rest I put on board the steamer *Agamemnon*. I had passed the *Agamemnon* in the morning, and had seen her all that day, but she was nearly out of sight when I struck. She was going outside, but she turned round on account of the weather outside, and as soon as she turned round, they saw my signals. I fired guns, and made signals, and I had landed nearly all the passengers when she came up. The *Agamemnon* lowered her boats, and took the rest of the passengers on board, and then the captain sent for me. The bow of the *Hongkong* had by this time dropped. I went on board and saw the captain and made arrangements with him to carry everyone to Shanghai. I went back to the *Hongkong*, having arranged to go back to the *Agamemnon* that night if the worst happened to the ship. When I got back the steamer was surrounded by natives, and a great many were on board. They were armed with knives and hatchets, but no firearms. They were looting the ship. The first batch of them came from Long Yit Island before I went on board the *Agamemnon*. A lot more came from Sand Island, and when I first left there were from 500 to 800 on board and in their boats. When I went back to the vessel, I met with some resistance from the natives. I went to the chart room, and found natives looting the room. There were two silver lamps there, my money, and other things. I tried to drive them away, and I was knocked down by a man who hit me on the head with a bucket as he was running away. I had a rifle, and I shot one man in the head; it killed him, but it had no effect on the rest. They were also looting the general cargo and putting it in the boats. The opium was stowed in the after part of the ship, and after being driven down from the chart room, I with the boat's crew and second mate made a stand at the after hatch. We had two rifles with us, but no ammunition; I had used the last shot to shoot the man I killed. The rest of the ammunition was gone, some had been handed to the passengers, and some had been used to fire over the heads of those in the boats to keep them off. We were there about half an hour, and the natives kept crowding round us, trying to get down the after hatch, the only part of the ship which remained dry. After being here for some time we began to feel our position critical among such a crowd of natives, and we at length beat a retreat. The *Agamemnon* was then about two miles from us. I stayed on board the *Agamemnon* all night with the whole of the ship's company and some of the passengers. The *Hongkong* was on fire that night. The gale increased during the night, and at daybreak, still blowing hard, I went with my boat to the wreck. The natives were lying off the ship, but could not get close to her on account of the sea. There was then only about 70 feet of the vessel's stern above water. The mate and I got on board, and found no natives on board then. The after end of the upper deck and the saloon house were burnt out, and some places were still burning. When I left, the after 'tween decks were full of opium, but I then found they were empty; the natives having taken the opium away. The water came above the lower deck, half way up to the upper deck. I did not stay on board long, but went to Long Yit Island to try to make arrangements with the natives to take the passengers there on board the *Agamemnon*. I stayed there nearly all the forenoon and I got the passengers on board the *Agamemnon*. I went there myself also and did not return to the *Hongkong* until the following morning. I then saw the steamer *Namoa*, which I signalled to come alongside the *Agamemnon*. The *Namoa* ran down to the wreck, and I went with her. She had not altered her position much, and there were natives in large numbers round the ship, picking up whatever floated from her. The captain of the *Namoa* fired at them endeavouring to drive them away but without avail. I made arrangements with the *Agamemnon* to carry on the passengers to Shanghai, and went on to Foochow by the *Namoa* to see whether I could get a gunboat to protect the wreck from the natives. The crew went on to Shanghai. I arrived at Foochow on the 10th, and reported the wreck of the ship to the Consul. I tried to get a gunboat, but could not do so. I returned next day to the wreck in the *Namoa* and she had then disappeared, nothing being above water but the pole of the standard compass. There were some natives round the wreck at that time, but they cleared off as we came up. After that I went down to Amoy in the *Namoa* and there got the assistance of the gunboat *Lily*, in which I went back to the wreck. About two days after this I went to Haitan Chin and complained to the Mandarin of what had occurred, and I got the services of a Chinese gunboat. I recovered a junk load of miscellaneous cargo the first day, and the remaining nine days we recovered altogether 12 chests of opium and other cargo. This was done with the assistance of the crew of the Chinese gunboat and some soldiers from the shore.

Witness said he bought the chart produced of Messrs. Falconer & Co. in July last, and he was not told that this rock had been advertised in the *Government Gazette* in April. He had never heard anything about it.

William George Kirkaldy, chief mate of the *Hongkong*, said he held a master's certificate, 16551. He joined the *Hongkong* about the beginning of November last year, and was with her till the time of the wreck. During witness's watch on the morning of the wreck, the captain was never off the bridge. The weather was then fine overhead, but there was a very strong wind and a high sea.

Abbot Hunton, second officer of the *Hongkong*, said he held a mate's certificate, No. 83346. He joined the vessel on the 19th November and was with her to the time of the wreck. On that morning his watch was from eight to twelve, and during that time the captain had been on the bridge with the Chinese pilot. The lead had been going during that time, the quarter master being in the chains. The vessel was steering N.N.E. Shortly before striking, the vessel passed between two islands, and the time they struck was 11.30. Witness proceeded to give evidence as to what occurred after the striking, which corroborated that of the captain. They went at the same speed after getting through the narrows as before about 10 knots. Witness did not see the vessel on fire on the night she struck as stated by the captain, and it was not until between two and four o'clock that he saw it. They guarded the after hatch for some time on the day the vessel struck. They had muskets and revolvers, and the captain had one of each and fired off his musket at the time they were guarding the hatchways. Witness also fired about four times. The shots were fired over the heads of the natives.

His Worship said he did not think it would be necessary to call any other of the officers.

Captain Fryer asked his Worship to hear a statement which he had prepared, but as nearly the whole of it was covered by the examination, only points to which he wished specially to refer were taken. He pointed out that the pilot was recommended to him by captains accustomed to navigate the coast. He had very good certificates which witness examined, and all were as a pilot for the Haitan Straits. Witness would not have gone into the Straits had he not felt confidence in the pilot. The man left the ship about an hour after she struck, and witness had not been able to find him since, though he had offered a reward for him.

The court was cleared, and after about 40 minutes' deliberation in private, the following finding was read:—

"We find that the British steamer *Hongkong*, official No. 85,077, John Biden Fryer, No. of whose certificate of competency is 95,020 master, was totally lost on a rock lying in the fairway a little North from between Long Yit and Double Yit at the Southern entrance of the Haitan Straits.

"We find that the chart by which the *Hongkong* was navigated (Admiralty 1985, corrected to January 1879) had not this rock marked on it.

"We find there was an experienced Chinese pilot on board, but the Court has not been able to take his evidence, as he left the vessel soon after she was lost, and has not been seen since.

"We find that the rock on which the *Hongkong* was lost was surveyed by Lieut. and Commander A. Carpenter, of H.M.S. *Magpie*, in March last, and that a description of it was published in the Hongkong *Government Gazette* on the 1st April following.

"We are of opinion that no blame is to be attached to the master of the *Hongkong* for the loss of that ship.

"The Court are of opinion that vendors of charts should be careful in keeping their charts corrected before selling them.

"Given under our hands at Hongkong this 12th day of September, 1882.

"H. G. Thomsett, R.N., Stipendiary Magistrate.

"G. W. Balliston, Commissioned Officer in the Royal Navy.

"Wm. Tutton, commanding the steamer *Moray*.

"Robert H. Joy, commanding the British steamer *Canopus*.

"Robert Clasper, commanding the British steamer *Fano*."

LOSS OF THE BRITISH STEAMER "EUROPE."

By the steamer *Douglas*, Captain S. Ashton, which arrived in Hongkong on the 8th instant, from the East Coast, news was received of the total loss of the steamer *Europe*, near the mouth of the river Min.

The following is the report of the *Douglas*:—Left Pagoda Anchorage on Tuesday, the 5th instant. When clear of the river Min observed the steamer *Europe* ashore on a bank some four miles from the land with signals of distress flying. Steamed as close to her as possible and anchored. The captain of the *Europe* then put off in a boat and boarded the *Douglas*. He reported having struck and passed over an unknown rock about four miles from Wooga Island. The vessel made water so rapidly that he was obliged to beach her to save life. The *Douglas* remained by the *Europe* twenty-four hours, sending two officers with boats' crews fully armed to assist in protecting the wreck during the night, as the natives had surrounded her with the intention to pillage. The captain of the *Europe* had previously landed his passengers and part of the crew on Wooga Island without loss of life. The *Europe's* cargo consists entirely of bamboo shoots and brick tea, which, being already wet and of so perishable a nature, is not worth the expense of salvage. On Wednesday the Chinese gunboat No. 24 arrived from Foochow with instructions to guard the wreck, and the *Douglas* then proceeded on her voyage. Captain Ashton and his officers are of opinion that the ship is a hopeless wreck, as the upper deck is covered six feet at high water, and she is fast settling in the mud.

The steamer *Europe*, Captain Beudell, was a vessel of 814 tons, belonging to the Indo-China Steam Navigation Company, and was employed in the trade between Shanghai and Foochow. She left Shanghai for Foochow on the 30th August with a cargo of sundries.

HONGKONG.

The past fortnight has been quiet and uneventful locally, and amusements have been scarce, Chiarini's Circus leaving on the 3rd inst., between which date and the 13th no entertainment was given.

Mr. Chun Tai Kwong, translator in the Supreme Court, who had been ill for some time past, died on the 1st inst. Deceased was an old and valued servant of the Government.

The weather during the last few days has been very hot for the time of the year. On Monday the thermometer went up to 92 Fahr., and it has since ranged from 88 to 90. Telegraphic intelligence of a typhoon raging on the coast of Luzon raised fears lest it should travel to this Colony, but it broke presumably in another direction.

The following telegraphic intelligence was received here on the 7th inst. from Japan with reference to the Korean difficulty:—"A satisfactory settlement of the Korean affair has been reached. A treaty was concluded on the 30th August by which all the demands for ample reparation, for the satisfaction of the national honour [of Japan], and guaranteeing the future protection of the Japanese Legation and residents, have been secured."

Quarantine regulations have been, during the fortnight, imposed upon vessels coming from ports in the Philippines, Hoihow in Hainan, and Swatow, Amoy and Foochow, on account of the cholera epidemic prevailing, but all the above except the Philippine ports were on Saturday last declared to be no longer infected. Recent telegraphic advices from Manila report the cholera in the port to be rapidly declining, and that at Iloilo it is practically at an end. It is hoped that the epidemic will soon cease altogether in the Philippines.

The steamer *Pembrokeshire*, which arrived here on the 5th inst., brought the addition to the European corps of the Police Force which Capt. Deane collected during his recent visit home. There are 24 men in all, and they are a fine, stout, serviceable looking lot of men who will no doubt be a considerable acquisition to the force. Three of them are married and bring their wives with them. They met with a hearty reception from their future comrades at the Central Station, and their advent to this colony was celebrated in a convivial manner. They were sworn in as members of the Force the next day.

Sir Thomas Wade, Her Majesty's Minister to China, arrived here from Shanghai on the 4th instant in the Messageries Maritimes steamer *Djemnah*. As the vessel entered the harbour, the salute proper to an official of the rank of H. M. Minister was fired by the *Victor Emanuel*. Sir Thomas Wade is accompanied by Lady Wade. Mr. Donald Spence, late H. M. Acting Consul at Ichang and afterward at Chung-king, and recently Assistant Chinese Secretary of H. M. Legation at Peking, returns to England with Sir Thomas Wade. Sir Thomas Wade may return to China, as the Chefoo Convention, for various sufficient reasons, is still incomplete. On the 7th instant, H. E. Sir Thomas and Lady Wade, proceeded on their voyage home to England by the French mail steamer *Djemnah*. His Excellency the Administrator was at the Government Wharf to take leave of Sir Thomas, together with Major-General Sargent, C.B., and staff, the Acting Colonial Secretary, the Registrar-General, the Attorney-General, the Hon. P. Ryrie, the Hon. F. B. Johnson, and other gentlemen. A guard of honour of 50 men and the band of the Buffs was drawn up at the end of the Cricket Ground. At about 11.30 Sir Thomas and Lady Wade drove down to the wharf in the Hon. F. B. Johnson's carriage. Most of the gentlemen present accompanied the distinguished visitor on board the launch *Victoria* to the *Djemnah*; and as the launch moved away from the pier, a salute was fired by the shore battery, followed by another from the *Victor Emanuel*.

From Chinese sources we gather the following account of a case of piracy just outside the waters of this colony. On the morning of the 27th ultimo a trading junk named *Kum Shun Loi* cleared this port for Hoihow, in Hainan, with ten passengers and a full cargo, consisting of opium, cotton, &c. Shortly after passing Chung Chow Customs Station, where they were examined and received papers, the junk people observed three fishing junks bearing down upon them, and when they were close enough stinkpots were thrown on board the junk from these craft, which then stood revealed in their true colours as pirates. The fishing boats soon hooked on to the junk, and a crowd of armed men swarmed on board. The crew and passengers of the junk showed fight, but they were soon overpowered, the helmsman being killed and several others wounded, while some jumped into the water. The rest were driven into the hold, the hatches being fastened down, while the pirates proceeded to transfer the cargo to their own craft, and seized $2,000 in bullion belonging to two of the passengers, together with every article of value possessed by the rest. Having thoroughly looted the vessel, they cut away her sails and then quietly sailed off with their spoil. Luckily the tide drifted the junk back towards Hongkong, and eventually her crew got her to shore near Aberdeen, from whence one of them came on by road to town to report the matter. The case will, we understand, be reported to the Government.

CHINA.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

4th September.

The steamer *Hwai-yuen* is to take a number of distressed people to the coast ports to be forwarded to their native places. A Wei-Yuen will proceed in charge of them.

The Tartar Magistracy in the city was attacked by four armed robbers a few days ago, and about $200 was stolen. The magistracy is maintained solely for the disposal of all minor charges against the Tartars. The business is not heavy, and during the absence of the Magistrate the underlings use the place as a gambling den. The robbers, hearing of this, made a raid on the gamblers, with the result above stated. The matter will not be officially reported, all the persons concerned being implicated in the gambling.

The triennial examination for the degree of Ku-jin comes on very shortly, and it has brought, I hear, some 25,000 persons to the city from various parts of the province. This influx has imparted a little more briskness to some branches of trade.

The glassworkers were on the point of striking the other day on account of the masters reducing the rate of wages, but the matter has been satisfactorily settled.

Several houses fell in the Western suburb recently, and three masons were killed and one passer by injured. The houses were very old and one of them being pulled down in order to be rebuilt, the others, deprived of part of their support, collapsed.

FOOCHOW.

24th August.

Things are getting quite lively here. The Lekin officials are on the war path. On Sunday last, at 4 a.m., one of the most daring outrages that has ever occurred in this port took place. A premeditated armed attack was made by the Lekin men on one of our largest opium hongs. The first notice the foreigners of the hong had was to hear a great outcry and the crash of their premises being broken open. The servants of the hong, thinking it was thieves, armed themselves with the usual bamboo hat and spear, but on being informed it was the Mandarins, they quickly dropped these and left as fast as they could; the Lekin swarm having nought to fear worked their sweet will at their leisure. Everything of any value was taken; amongst which was a quantity of opium, money, and other valuable articles, clothes, bedding, and in fact all that was worth removing; they then smashed the wooden partitions. After taking their loot to the Lekin cruiser at the jetty, they transferred the loot to a larger cruiser, which one of the Lekin steam launches, that had been steaming up and down before the premises during the attack, towed away, but before the cruiser left, she turned her large bow-gun round and deliberately fired into the premises. The outrage was as early as possible on Monday reported to H.B.M. Consul, who will no doubt demand satisfaction for the outrage, for there is no loophole or excuse they can make for landing an armed body of men and robbing a peaceable hong during the small hours of the night.

SHANGHAI.

Li Hung-chang is said to have gone on to Tientsin without making a stay at Chefoo as was at first intended.

By last advices there were four of the Alphabetical gunboats in Chefoo ready for service. Some of them have already been to Korea, and it is expected that they will return there in a few days.

We hear privately from Peking that Mr. Russell Young, United States Minister, has temporarily left the Capital with Dr. Atterbury to escort Mrs. Young to Japan. Mrs. Young has been suffering from severe bronchitis, and the physician at Chefoo, where she has been staying, peremptorily forbids her proceeding to Peking.

We learn from the chief officer of the steamer *El Dorado*, which arrived from Tientsin on the 1st inst., that a collision took place between the steamers *Waverley* and *Fungshun* outside the above-named port on the 28th ult. It appears that both vessels were going down the river and that the *Fungshun* was ashore on the bank. The *Waverley*, in coming round a bend, and probably unable to see the other ship in time to avoid the accident, struck the *Fungshun* with her bow and caused great damage, but to what extent we are unable to say. The *Fungshun* was, we believe, immediately lightened of her cargo and put under repairs.

We are glad to hear that Shao Taotai has returned the Tls. 20,000 to the native banker, whom he fined for raising the rate of interest. This action is attributed to the remarks made amongst foreigners by his proceedings, which were given expression to in these columns. Still, the Taotai desires to mark his disapproval of such conduct as a banker charging the market rate of interest for his money to the detriment of the Viceroy's banker, so he has banished Mr. Yao Chang-ming, manager of the Wu-cheong bank, from his circuit and he is exiled to Ningpo, whence he comes, and is sentenced to receive 100 blows on the hand, a punishment which he can commute by the payment of Tls. 4. To think that Shao Taotai has been five times to Europe and has learnt so little of civilization!

It is rumoured that Mr. J. H. Hart, Commissioner of Customs at this port, goes home on leave shortly. Further, that Mr. Bredon, from Peking, will take his place.

We are sorry to learn that Mr. C. Naylor, Chief Officer of the *Kungchi*, died of cholera early on the 5th inst. He went ashore the previous night, but soon returned complaining of being sick. Towards midnight he got worse, and Dr. Henderson was sent for, but the remedies he applied were unavailing, and Mr. Naylor gradually got worse and succumbed this morning. He was only twenty-five years of age. The funeral took place at four o'clock p.m. on the 5th inst. Nearly every vessel in port had its flag at half mast.

The *El Dorado* arrived from Tientsin and Chefoo on the 1st inst., having experienced pleasant weather throughout the trip. She reports meeting in the Peiho the *Fungshun* which had been in collision with the *Waverley* the day before. So far as we have been able to ascertain, the *Fungshun* and *Waverley* were proceeding up the river when the former vessel ran ashore. The *Waverley* came up astern, and when close to the *Fungshun*, the latter swung with her bow off the bank with the tide, the consequence being that the two vessels came into collision, the *Fungshun* being struck near the fore rigging on the port side. We have been unable to ascertain the extent of the injury, but it was sufficiently serious to necessitate the *Fungshun* discharging part of her cargo into lighters.—*Courier*.

The body of Captain Jack, who was drowned through the collision of the *Peking* and tugboat *Ewo*, was recovered by the diver on the 3rd ult. and conveyed to the mortuary at the Pootung Church. The funeral took place the same afternoon at 4.30 o'clock, and was attended by many friends and acquaintances of deceased.

About 1.30 p.m. on the 29th ult., a shocking occurrence took place in the Shanse Road, where a large block of Chinese houses fell to the ground, and buried several workmen. The houses were in course of erection and formed part of three parallel ranges, at the corner of the Shanse and Hankow Roads. In each range there were four blocks, each block containing three small two-storeyed houses, with thin brick walls on each side of the block. One range faced the Hankow Road, and was furthest advanced towards completion; behind it there was a range of small cook-houses, only one storey high, with sloping roof; then another block of two-storeyed houses, running from the Shanse road towards the Shantung Road; behind it there was a similar range of small cook-houses; and to the south of that again there was the third range of two-storeyed houses, with cook-houses attached. The centre one of the three rows of two-storeyed houses, and two of the ranges of cook-houses, all came down with a crash, and an area of about 150 feet by 60 feet was covered with *débris*, consisting of bricks and broken woodworks, tiles, bamboo fences, etc. The heavy fall of rain, and the high tide which prevented the rain water being drawn off by the street drains, had no doubt damaged the foundations of these buildings, but there appears to be no doubt that there is culpable negligence on the part of the contractor who was building the houses, for, apart from the question of an insufficient foundation, the walls were of a most disgraceful character. The bricks were not cemented with lime, or anything like lime; nothing but a little common mud had been placed between the bricks, and the mud had no adhesive power whatever. The woodwork also appears to be of very poor quality. Fortunately, the workmen were congregated in the house next the Shanse Road at the time the accident happened, being at their mid-day meal, and most of them escaped, but two men were found suffocated in the *débris*, and about half a dozen were rescued with injuries more or less severe, and were sent to Hospital. One of the men died in Hospital soon after his admission, and other two are dangerously injured. Reports were at first spread that twelve or fifteen men were buried in the ruins, but although the search has been going on all afternoon, conducted by Chinese workmen, and under superintendence of Inspectors Fowler and Wilson, together with a squad of native police, no more bodies have been recovered. The buildings belong to a compradore employed by a foreign hong.—*Mercury*.

CHEFOO.

4th September.

H.E. Li Hung-chang arrived here this morning. He did not land, though grand military preparations were made to receive him with due honour, and immense crowds of people thronged the hill and the shore eagerly waiting for a glimpse of the great statesman and general. Important despatches were waiting for H.E. here, for on the 2nd September a gunboat from Korea brought a letter to him from the Korean

King, and the Viceroy's Secretary arrived here the same day with letters from Peking. Probably these documents and the news of the capture of the Korean King's uncle Dai In Kun determined H.E. to hurry on to Tientsin without loss of time, and at about eleven o'clock he left in the *Pautah* for Tientsin escorted by four Chinese gunboats. The gunboat which brought the letter from the Korean King returned to Korea (it is said) with an answer to the same.

The United States Minister, Mr. Russell Young, had an interview with Li Hung-chang on board the *Pautah*. The *Monocacy* is expected to be here on the 5th September.—*N. C. Daily News* Correspondent.

NEWCHWANG.

2nd September.

The gunboat *Mei-yuen* arrived here on the 28th from Tientsin, with despatches for Sung the Commander-in-Chief of the military forces in Fêng-tien Fu (this province) and left on 31st ult. with him and his staff for Tientsin; or, as rumour has it, in order to spy out the field of future operations, Korea to wit. Meanwhile many of the encampments around this vicinity are preparing for a general exodus in the direction of Tung-Pien-Men, East Korean Gate, some five or six days journey from this, where it is said some 30,000 braves will shortly assemble, some of them being transported there from Shan-hai Kuan (the Great Wall) by the China Merchants' steamers. The air in this vicinity is charged with rumours of China's wrath, which generally understood to be about to vent itself against Japan; and as some large sums of Government money have lately been withdrawn from circulation, business here, unless silver arrives from the south, may be said to be done up for this season. At the moment, it is in a most lamentable state, there being but one steamer and three sailing vessels in port.—*N. C. Daily News* Correspondent.

PEKING.

26th August.

We have had a strange summer. Before the rains set in, the weather was unprecedently hot; afterwards it cooled down remarkably, until, on the 1st of August, it actually became quite cool, and a northerly autumnal breeze blew steadily for several days. The thermometer rarely advanced beyond 90° by day in the shade and at night fell as low as 35°. There has been nothing like the usual heavy rains; in fact until the middle of August, we could not say that we had any rainy weather at all. On the 16th and 17th it came down in splendid style flooding courtyards and streets and making Peking utterly impassable. Serious damage has, we fear, been done to property, and some of the millet and Indian corn crops may also not have escaped. After our late heavy rains, a few days became oppressively hot, and the climax was reached on the 21st August, when one of the sultriest days was experienced that has ever been our lot in Peking. During the night, however, a strong N.W. wind sprang up and since then really cool weather has set in. We believe our summer is now over.

The British Minister took his departure on the 21st. Mr. Pirkis accompanied him to Tientsin and Mr. Spence to Charing Cross. This removal breaks links that have bound the author of the Tzu Erh Chi to China for fully forty years. We felt the wrench when Dr. Williams was severed from us; now another of the old associations is broken. Who can think of Peking and the British Legation without Sir Thomas and Lady Wade? By his departure, we begin as it were a new era. We could wish he had been spared to us for some years longer. Korea has just been opened, and already troubles seem to be cropping up between that peninsula and Japan, which will most probably involve China. At the present juncture, we cannot shut from our memories the fact that one of the brightest gems in the whole career of Sir Thomas Wade, was the peaceful issue of the dispute *in re* Formosa between China and Japan which was brought about by his good offices. This affair will always be mentioned with credit to him. And although he has failed to get the Chefoo Convention ratified, and the various and long protracted struggles over opium have as yet come to no definite result, still we believe the fault was not the Minister's but lay inherent in the subject and the exigencies of Indian finance.

He was very much affected previous to his departure by a deputation from the entire Customs' service here, headed by Sir Robert Hart, who presented him with an address from the services, thanking him for his labours in the preparation of works for the study of the Chinese language and handing him a cheque for £500. This was altogether unexpected. The idea of getting up such a memorial has been in preparation for over a dozen years, and we believe the subscribers to the fund were limited to Tls. 10 each. We believe it is Sir Thomas's intention to take home a Chinese pundit with him and to carry through the press a new edition of his books on the acquisition of the Chinese language. This is the work upon which he has spent his chief strength, and no object could be more praiseworthy than preparing for beginners suitable manuals for the learning of this difficult language. Lady Wade's loss is simply irreparable, and is felt to be such. And we specially regret to hear that there is no likelihood of their return. Various rumours are afloat as to Sir Thomas's successor—the name of Sir E. Malet being freely mentioned. Egyptian affairs may detain him in the land of the Pharaohs, but from the golden opinions which he earned here a few years ago, during his short residence, it is certain he would be gladly welcomed. His affable manners lent no ordinary charm to his society. The sundial in the Legation upon which his name is inscribed, as having been presented by him, points to him as the coming man.

From Shansi we hear of vigorous measures being adopted to develop the coal and iron resources of the province. General Mesny is at the provincial capital at present and seems along with others to be engaged in surveying. The Governor is anxious to have the province opened up; but the Fantai (Treasurer) is said to be opposed to it. Nothing will probably come of it at present. This, like other questions, has to be discussed over and over again before the majority see the advantages. Knowledge is not acquired in a day. The new American mission has got itself located at Tai-yuen Fu; Mr. Stanley of Tientsin having accompanied Mr. Stimson thither and helped to arrange matters for him.—*N. C. Daily News* Correspondent.

KOREA.

[FROM A CORRESPONDENT.]

1st September.

The Korean difficulty is over, a settlement having been arrived at amicably; the Koreans have conceded everything the Japanese demanded. I am not positive as to the strict accuracy of the following outlines of the conditions of settlement, but they are in the main correct:—

An indemnity to be paid to the Japanese of half a million yen.

A sum of $50,000 to be paid as compensation to the friends of the Japanese killed and wounded in the attack upon the Legation at Seoul.

Consular jurisdiction to extend within a radius of 50 *li* of each treaty port.

Permission to the Japanese Minister to travel at his pleasure in any and every part of Korea.

A body of Japanese troops to be allowed to stay in the capital for the protection of the Legation for one year, at the end of which, if all be well, they will be withdrawn, but if any trouble arises they may remain longer.

Two new treaty ports to be opened to Japanese trade, to be selected hereafter, but situated between Yin-chuan and Yang-fa-pho.

The bodies of the Japanese killed to be properly and respectfully interred.

The above are, as nearly as I could learn, the terms of peace.

Taotai Mah has been up at the capital for the past three weeks assisting the Koreans to come to a settlement with Japan. The King's Father was quietly removed from Seoul and taken over to China a week ago. He was the ringleader of the Anti-foreign party.

There is a great deal of sickness amongst the Japanese soldiers. They are suffering from a sort of dropsy which commences at the feet, and works upwards, killing them directly when it reaches the bowels. Their only safety lies in a speedy return to Japan, and this is, I hear, to take place next week, when a fresh batch of troops will be sent to relieve them. Everything is quiet here now. The Japanese have 1,200 troops here, and the Chinese have 4,000.

The following items are taken from the *Japan Gazette* translations:—

Some interesting particulars of the re-entry of Mr. Hanabusa into Seoul are given in the *Nichi Nichi Shinbun*. Owing to bad weather Mr. Hanabusa did not reach Ninsen until the 12th August, the *Kongo-kan* having arrived there three days earlier, whereupon the consul, Mr. Kondo, had commenced communications with the Korean officials. On the arrival of the minister, Mr. Kondo at once notified them that the minister would proceed to the capital on the following day.

At Ninsen were found the Chinese men-of-war *Yoi* and *Choyu* at anchor, the Chinese admiral Bakenchu being on board one of the vessels. Another Chinese officer of rank, Tei Josho, had also been in Ninsen, but had left in the *Iyen* on the 11th August for Tientsin, with the intention, it was understood, of returning with a land force. Immediately upon Mr. Hanabusa's arrival, the Chinese admiral visited him, inquiring the object of Mr. Hanabusa's mission and explaining that his own was to advise the Koreans.

On the 13th August two Korean officials, Cho Neiko and Kinkoshi, arrived from the capital and the minister landed and had an interview with them. Both officials returned to the capital.

On the 14th two other officials had an interview with Mr. Hanabusa with the object of dissuading him from carrying out his resolve to visit the capital, saying that the people were still very excited, and the return of the minister to the metropolis might incite them to further outrage and insult. Mr. Hanabusa refused to listen to these representations, on the proper ground that his mission was too important to permit the least delay; and eventually it was arranged that he should proceed to Seoul on the 16th August.

Early on the 16th August Mr. Hanabusa and his staff, with escort, left Ninsen on their way to the capital; and on arriving at Yokachin, about one ri distant from Seoul, were met by Ko Yusho, inspector-general of the Keikido, who, having been formerly governor of the Tokunegefu, was well acquainted with the minister, offered a country mansion belonging to Tai-in-kun as a resting-place for the party. This offer also the minister decided not to accept, resolved to proceed directly for the capital. Mr. Consul Kondo led the way with half a company of troops, and Mr. Hanabusa followed with the remainder of the escort. In this manner they entered the capital, and found a residence fixed for them at Daiken, within the castle. No molestation was offered to the minister or his escort on the journey or in Seoul; perfect quiet reigned wherever they went.

JAPAN.

YOKOHAMA.

The *Jiji Shinpo* states that the steamer *Mosser* brought six guns and forty tons weight of shot from England, for arming the fort at Kanonsaki.

The American ship *Phineas Pendleton* arrived at the anchorage on the 31st ultimo, after an exceptionally stormy passage from New York, having encountered a heavy hurricane in the Indian Ocean, in which one man was washed overboard and drowned, and three others severely injured; the ship also sustained considerable damage; everything moveable was washed away and the decks completely swept.

A fire broke out in the dwelling house on No. 68, bluff, occupied by Mr. Clode, at about 2 o'clock a.m. on the 25th ult. Timely notice of the outbreak having been conveyed to Mr. Hegt, that gentleman was almost immediately on the spot with one of his hand engines and, assisted by several gentlemen who speedily assembled, rendered such effectual service that the flames were confined to one wing of the building, that portion being almost entirely destroyed. The furniture was hastily removed at the first alarm, but heavy rain falling at the time, coupled with the rough handling it received, much damage was caused. The extinction of the fire is due entirely to the exertions of those present and the material aid rendered by Mr. Hegt's engine, which proved its value by the efficacy of the stream of water it poured upon the burning timbers, for it eventually checked the progress of the fire. The contents of the house were insured; but the building itself is the property of Mr. Hegt and is not insured.

We deeply regret to record the death of Mr. C. W. Reynders, a member of the firm of A. Reimers & Co., merchants of this place. Mr. Reynders was in his usual state of health on the 25th ult., or appeared to be so; giving his attention to business and showing no sign of mental disturbance or agitation. In the afternoon he was in conversation with the writer of this note on business matters connected with the affairs of a vessel just arrived to the consignment of his firm, and seemed in every respect calm and collected in mind and thought. In the evening he was at the club and in conversation with friends, none of whom noticed anything in his demeanour in the slightest degree unusual, and it was about midnight before he left the club for home. He was next found, presumably by his servant, in an unconscious state, shot through the head. Two gentlemen living in the same house, and using adjoining sleeping rooms, had heard nothing to cause alarm; one only having noticed a sound like the blow made by a small hammer. Dr. Benkema was immediately summoned; but on his arrival the unfortunate gentleman was dead. Mr. Reynders held the office of Consul for the Netherlands; and although only 29 years of age he was well known and deservedly respected by a large circle of friends. Owing to the absence in the country of the minister, Mr. van der Pot, a formal official inquiry into the cause of death could not be held; but some of the countrymen of the deceased made an informal inquisition into the circumstances, the particulars of which will no doubt be published after they have been submitted to the minister. No one at all acquainted with Mr. Reynders can realise that he died by his own hand. His death under such circumstances is a practical contradiction to the whole tenor of his life.

In the year 1877, when kinsatsu were at par, and it was thought of paramount importance for Japan to have a good navy, the Government, with praiseworthy zeal, determined to attempt the construction of a couple of sloops of war at the Yokosuka dockyards, of entirely Japanese material and workmanship. The dockyards, we may mention, had been arranged by and were under the management of French engineers; and though the credit of designing the two sloops is given to Admiral Akamatsu, the lines of both vessels are undoubtedly on a French basis. For twelve months or so the building of the two vessels was steadily proceeded with; but after that it hung fire somewhat and was eventually suspended till a few months since, when an attempt was made to complete one of them. The launch took place on the 28th ult. Among the visitors were prince Higashi Fushimi, Admiral Kawamura, Vice-admiral Ito, Rear-admirals Akamatsu and Matsumura, several Sangi and members of the Imperial Household. The launch was conducted on French principles, that is to say, instead of the sloop resting entirely on her cradles, she rested on her keel and the cradles simply kept her in an upright position. In three minutes the vessel moved and glided rapidly and gracefully into the water. The dimensions of the *Kaimon-kan* are, between perpendiculars, length 63.74 metres, beam 9.86 m., depth 6.11 m., draught forward 4.24 m., aft 484, tonnage 925 tons, displacement 1,352 tons, horse-power, indicated 1,250, nominal 250. The *Kaimon* is to be fitted with compound surface condensing engines, and it is estimated she will attain a speed of 12 knots. Her armament will consist of one 17 centimetre and six 12 centimetre Krupp guns. She is constructed principally of wood. The launch was in every way a success and creditable alike to the director of the dock-yard and all under him, for the arrangements were carried out from first to last without a hitch.—*Japan Gazette.*

The following account of the action of oil in calming a troubled sea is contained in a shipping report supplied to the *Japan Mail*:—"The American barque *Stonewall Jackson*, Captain Joseph Swain, reports that on the morning of the 20th August, Cape Siwo bearing N.W. distant about 20 miles, experienced a very heavy gale from E.S.E., lasting all day and until 10 p.m., when the wind shifted to E. increasing in force; then hove ship to on the starboard tack, wind and sea increasing. At 2 a.m. next day took in weather clew of the main-top-sail, wind blowing in heavy gusts and still increasing with a mountainous cross sea breaking over the ship astern, the vessel shipping large quantities of water. Put an oil bag containing ten gallons of oil over to windward to keep the seas from breaking upon the vessel, and lee-board used several cans of oil, with small holes punched in them like the rose of a watering-pot, throwing oil before each heavy sea as it threatened to break on the ship and immediately found that instead of breaking, with terrific force the seas on reaching the oil were subdued and rolled harmlessly under the vessel. The effect is described as one impossible of belief except by those who had witnessed it. From 3 till 8 a.m. the force of the wind continued gradually decreasing, at noon it had gone down to a fresh breeze, when the vessel was put upon her course for this port, where she anchored on the evening of the 31st August."

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE undersigned, Agents of the above Company, are authorised to INSURE against FIRE at Current Rates.

GILMAN & Co.

Hongkong, 1st January, 1882. [21

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at the following Rates:—

On First-class European Tenements .... at ½ %. Net per Annum.
On First-class Godowns, & Merchandise stored therein .... at ¾ %. Net per Annum.
On Coals .... at 1 %. Net per Annum.
On Petroleum in licensed Godowns ..... at 1½ %. Net per Annum.
On First-class Chinese Tenements .... at 2 %. Net per Annum.
On Second-class Chinese Tenements .... at 2½ %. Net per Annum.

DOUGLAS LAPRAIK & Co., Agents for Phœnix Fire Office.

Hongkong, 5th August, 1881. [19

SCOTTISH IMPERIAL INSURANCE COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premia for LIFE INSURANCE in China.

MEYER & Co., Agents.

Hongkong, 3rd June, 1879. [1046

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (FULLY SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LEUNG ON, Esq., President.
BAN HUP, Esq. | YO CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, Queen's Road West, Hongkong, 14th March, 1881. [1730

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1882. [913

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL, £1,000,000 (One Million Sterling).

UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT FIRE and MARINE RISKS at Current Rates, allowing usual discounts.

GEO. R. STEVENS & Co.

Hongkong, 1st July, 1881. [20

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS, Agents, Sun Fire Office.

Hongkong, 12th May, 1881. [17

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [13

BENGAL INSURANCE SOCIETY.

THE Undersigned having been appointed AGENT for the above Company, is prepared to ACCEPT MARINE RISKS at Current Rates, allowing usual discounts.

E. R. BELILIOS.

Hongkong, 5th August, 1882. [1489

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up) ..... Tls. 420,000.00
PERMANENT RESERVE ..... Tls. 230,000.00
SPECIAL RESERVE ..... Tls. 290,553.95
TOTAL CAPITAL and ACCUMULATIONS, 6th April, 1882 ..... Tls. 940,553.95

DIRECTORS.
H. DE C. FORBES, Esq., Chairman.
J. H. PINCKVOSS, Esq. | WM. MEYERINK, Esq.
A. I. M. INVERARITY, Esq. | G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 % for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premia paid by them.

RUSSELL & Co., Agents.

Hongkong, 8th May, 1882. [2

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.

Hongkong, 20th May, 1881. [3

LA GRANDE COMPAGNIE D'ASSURANCES MARITIMES. (CERCLE TRANSPORTS REUNIES) PARIS.

CAPITAL SUBSCRIBED ..... 50,000,000 Francs.
CAPITAL PAID-UP ..... 12,500,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.

Hongkong, 1st January, 1882. [1586

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co., Agents.

Hongkong, 16th November, 1872. [16

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.
Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000 at Current Local Rates.

RUSSELL & Co., Agents.

Hongkong, 1st January, 1874. [1

INSURANCES.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY, £1,000,000 Sterling.
OF WHICH IS PAID-UP ..... £100,000 Sterling.
RESERVE FUND UPWARDS OF ..... £120,000 Sterling.
ANNUAL INCOME ..... £250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

Hongkong, 15th October, 1868. [14

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [15

THE CHINA MERCHANTS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SHANGHAI.

CAPITAL (FULLY SUBSCRIBED) Tls. 1,000,000.

BOARD OF DIRECTORS.
TONG KING SING, Esq., Chairman.
CHU YU CHEE, Esq. | CHANG SU HO, Esq.
CHING TO CHAI, Esq. | YIP YU TIN, Esq.
and ten others.
HO SHEN CHEE, Esq., Secretary.

The Company GRANTS POLICIES on MARINE RISKS at Current Rates to all parts of the World.

Usual returns of Premia are made to all Contributors of Business whether Shareholders or not.

HO SHEN CHEE, Secretary.

Head Office, Hankow Road, Shanghai, 1st June, 1882. [1092

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879.

RECORD of AMERICAN and FOREIGN SHIPPING.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 4th September, 1879. [1680

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL—£3,000,000.—PAID-UP £300,000.
PAID UP RESERVE FUND—£50,000.

THE Undersigned having been appointed Agents for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.

Hongkong, 1st January, 1882. [244

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED, Is prepared to ACCEPT FIRST-CLASS RISKS at ¼ % nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE, Secretary.

Hongkong, 27th March, 1882. [680

THAMES AND MERSEY MARINE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—1, ROYAL EXCHANGE BUILDINGS, LONDON.

The Undersigned, having been appointed Agents in Hongkong and China for the above Company, are prepared to accept MARINE RISKS at Current Rates, allowing usual discounts.

ADAMSON, BELL & Co., Agents.

Hongkong, 4th May, 1881. [847

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £10,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.

Hongkong, 11th May, 1881. [18

LORNE HIGHLAND WHISKY.

Pure Highland Malt,
Thoroughly matured.
"As a Stimulant,"
Says the *Medical Review*,
"It is preferable to Brandy."

Bottled under the special supervision of H.M. Inland Revenue, in full-sized bottles, 6 to the gallon.

Sole Proprietors,
GREENLEES BROTHERS,
31, COMMERCIAL STREET, LONDON, E.
Distilleries, Argyleshire.
Agents—
JARDINE, MATHESON & Co., Hongkong. [141

KEATING'S BONBONS or WORM TABLETS.

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children. Sold in Bottles by all Chemists. [1716

A FONG, PHOTOGRAPHER.

By Appointment has a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire. A Panorama of HOIHOW, and VIEWS of the surrounding country, including KIUNG-CHOW, have recently been added to the above.

New Views of Amoy will be shortly Published, Mr. GRIFFITH being about to proceed there for a short stay.

A Studio for Portraiture is to be opened at that port during his visit.

IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.

STUDIO, QUEEN'S ROAD, Nearly opposite the Hongkong Hotel. [59

NOTICE.

THE Undersigned has all kinds of HOUSE and SHIP COAL for sale in large and small quantities. Also several Strong and Commodious SMALL STEAMERS on hire for towing purposes, excursions, &c., &c., at extremely moderate rates. Apply to

HING LEE, 37, Tung Man Lane.

Hongkong, 4th March, 1882. [435

FOR SALE; JUST RECEIVED.

REAL SCHIEDAMSCHE JENEVER, PRIME QUALITY IN STONE BOTTLES.
DR. TOWNSEND'S.
AROMATIC HOLLANDS TONIC.
POMERANZEN BITTERS.
BREECH-LOADING GUNS, RIFLES, REVOLVERS, CARTRIDGES and SHOTS.

J. F. SCHEFFER, Nos. 21 and 23, Pottinger Street.

Hongkong, 1st June, 1882. [799

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI via AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE.)

THE Company's Steamship
"ANCHISES,"
Captain Jackson, will be despatched TO-DAY, the 15th instant, at TEN A.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th September, 1882. [1698

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW, and PORTS on the YANGTSZE).

THE Company's Steamship
"FOOKSANG,"
Captain Davies, will be despatched as above TO-DAY, the 15th inst., at TWO P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.

Hongkong, 13th September, 1882. [1723

FOR KUDAT AND SANDAKAN.
(BRITISH NORTH BORNEO.)

THE British Steamer
"HAINAN,"
will be despatched as above TO-DAY, the 15th instant.

For Freight or Passage, apply to
BIRLEY & Co.

Hongkong, 30th August, 1882. [1647

STEAM TO YOKOHAMA VIA NAGASAKI.
WITH OPTION OF CALLING AT HIOGO.
(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship
"BANGALORE,"
will leave for the above place TO-MORROW, the 16th September, at TWELVE O'CLOCK (NOON).

A. McIVER, Superintendent.

Hongkong, 4th September, 1882.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Chartered Steamship
"MORAY,"
Captain Tutton, will be despatched as above TO-MORROW, the 16th inst., at THREE P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.

Hongkong, 9th September, 1882. [1701

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship
"PAXO,"
Captain R. Clasper, will be despatched for the above Ports, TO-MORROW, the 16th instant, at THREE P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co., Agents.

Hongkong, 11th September, 1882. [1705

FOR SAIGON.

THE German Steamer
"ATALANTA,"
Captain E. G. Pfaff, will be despatched for the above Port, on SUNDAY NEXT, the 17th instant.

For Freight or Passage, apply to
KUNG ONN, No. 62, Praya Central.

Hongkong, 13th September, 1882. [1711

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"CYCLOPS,"
Captain Butler, will be despatched on or about the 23rd instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th September, 1882. [1616

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"BOKHARA,"
will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER, Superintendent.

Hongkong, 4th September, 1882.

OCEAN STEAMSHIP COMPANY.

FOR LONDON via SUEZ CANAL.

THE Company's Steamship
"PRIAM,"
Captain Butler, will be despatched on or about the 16th September.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 31st August, 1882. [1579

FOR PORT DARWIN, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, AND MELBOURNE.

(Taking Cargo at through rates for ADELAIDE, all NEW ZEALAND and TASMANIA PORTS, NEW CALEDONIA and FIJI.)

THE Steamship
"CASSANDRA,"
will be despatched as above on or about the 16th September.

For Freight or Passage, apply to
GEO. R. STEVENS & Co.

Hongkong, 1st September, 1882. [1660

FOR LONDON via SUEZ CANAL.

THE Steamship
"GLENFRUIN,"
Captain Hogg, will be despatched for the above Port on or about the 22nd instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.

Hongkong, 2nd September, 1882. [1666

FOR SINGAPORE, MAURITIUS, PORT ELIZABETH AND CAPE TOWN.

THE Steamship
"ANJER HEAD,"
Captain Roper, will have quick despatch for the above Ports.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.

Hongkong, 23rd August, 1882. [1591

FOR VICTORIA, B. C.

THE American Ship
"ELLA S. THAYER,"
Davis, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 19th August, 1882. [1571

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Bark
"P. J. CARLETON,"
Amesbury, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 3rd August, 1882. [1471

FOR NEW YORK.

THE 3/3 L. I. I. American Ship
"SEA WITCH,"
Drew, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 19th August, 1882. [1572

FOR NEW YORK.

THE 3/3 L. I. I. American Barque
"MABEL,"
Snow, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 11th August, 1882. [152

VESSELS ON THE BERTH.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF PEKING," will be despatched for San Francisco, via Yokohama, on FRIDAY, the 15th September, at NOON, taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the 14th September. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

E. E. FOSTER, Agent.

Hongkong, 31st August, 1882.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON; ALSO BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "GANGES," 4,100 Tons, 4,000 H.P., Captain W. B. Andrews, with Her Majesty's Mails, will be despatched from this for LONDON via BOMBAY and SUEZ CANAL (Connecting at Colombo with the "THAMES" 4,100 Tons—4,000 H.P.) on FRIDAY, the 15th September, at FOUR P.M.

Cargo will be received on board and Parcels and Specie (Gold) at the Office until NOON on the day sailing.

Silk and Valuables for Europe will be transhipped at Colombo. Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, Superintendent.

Hongkong, 4th September, 1882.

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO NAGASAKI, KOBE AND YOKOHAMA, VIA INLAND SEA.

(Taking Cargo for VLADIVOSTOCK.)

THE "NIIGATA MARU," Captain WYNN, due here on or about the 10th inst., will be despatched as above on FRIDAY, the 15th September, at 4 P.M.

Cargo received on board and Parcels at the Office up to ONE P.M., of the day of Sailing.

No Bill of Lading signed under $2 Freight.

All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognized.

Cargo and Passengers for Vladivostock will be transhipped at Nagasaki.

For further Particulars, apply at the Company's Offices, Praya Central, Ground Floor of Messrs. Russell & Co.

H. J. H. TRIPP, Agent.

Hongkong, 6th September, 1882.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA; ALSO, BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 21st day of September, 1882, at NOON, the Company's Steamship "OXUS," Commandant Pellegrin, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until NOON of 20th September, 1882.

Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 20th September, 1882. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 11th September, 1882.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "ARABIC" will be despatched for San Francisco, via Yokohama, on THURSDAY, the 28th September, at NOON.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

E. E. FOSTER, Agent.

Hongkong, 5th September, 1882.

FOR SALE.

CHAMPAGNE, 1874, HEIDSIECK & Co.'s MONOPOLE.

DEETJEN & Co.

Hongkong, 1st July, 1881. [1261

MAIL EXPECTED.

THE AMERICAN MAIL.

The O. and O. S. S. Co.'s steamer *Oceanic*, with the next American mail, left San Francisco on the 31st August and is due here on or about the 30th instant.

STEAMER EXPECTED.

The D. D. R. steamer *Bellona* from Hamburg, left Singapore on the 13th, and may be expected here on or about the 19th instant.

POST-OFFICE NOTICES.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE

For Amoy and Shanghai.—Per *Anchises*, to-day, the 15th instant, at 9.30 A.M.

For Bangkok.—Per *Lido*, to-day, the 15th instant, at 10.30 A.M.

For Swatow and Bangkok.—Per *Feilung*, to-day, the 15th instant, at 11.30 A.M.

For Swatow, Amoy and Foochow.—Per *Thales*, to-day, the 15th inst., at 11.30 A.M.

For Shanghai.—Per *Fooksang*, to-day, the 15th instant, at 1.30 P.M.

For Nagasaki, Kobe and Yokohama.—Per *Niigata Maru*, to-day, the 15th instant, at 3.30 P.M.

For Shanghai.—Per *Glenesgles*, to-day, the 15th instant, at 5.00 P.M.

For Amoy.—Per *Wm. Mackinnon*, to-day, the 15th instant, at 5.00 P.M.

For Hoihow.—Per *Kwangtung*, to-morrow, the 13th instant, at 11.30 A.M.

For Nagasaki and Yokohama.—Per *Bangalore*, to-morrow, the 16th instant, at 11.30 A.M.

For Manila.—Per *Ixeborg*, to-morrow, the 16th instant, at 1.30 P.M.

For Straits and Calcutta.—Per *Moray*, to-morrow, the 16th inst., at 2.30 P.M.

For Straits and Calcutta.—Per *Paxo*, to-morrow, the 16th instant, at 2.30 P.M.

For Swatow, Amoy, and Foochow.—Per *Thales*, to-morrow, the 16th instant, at 5.00 P.M.

The English Mail packets will sail on the following dates:—

Friday,	September	the	15th
			29th
Tuesday,	October	"	17th
"		"	31st
"	November	"	14th
"		"	28th

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

DAY OF DEPARTURE.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

MAILS BY THE BRITISH PACKET.

The Mails per British Contract Packet "GANGES," will be closed on FRIDAY, the 15th instant, with Mails to and through the United Kingdom and Europe *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Mauritius, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australasian Colonies.

INTIMATIONS.

E. CASSUMBHOY.

FURNITURE WAREHOUSE, Nos. 9, 11, 12, 13, and 14, BEACONSFIELD ARCADE, Opposite the City Hall.

HOUSES or ROOMS FURNISHED THROUGHOUT ON THE SHORTEST NOTICE.

FURNITURE, PIANOS, &c., FOR SALE OR HIRE.

A GOOD SELECTION OF BOOKS.

Some Choice Original Oil Paintings and Water Colours: Chromos, Engravings, &c.

A few Pieces of Genuine Old Porcelain and other Ware.

CHINESE AND JAPANESE CURIOS.

Hongkong, 14th March, 1882. [172

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS' Merchant Navy, Navy Boiled, Long Flax, Crown } CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [26

NOTICE OF REMOVAL.

A. MILLAR & CO., PLUMBERS, GASFITTERS, &c., &c., have REMOVED their Office and Ware-room to No. 6, "BEACONSFIELD ARCADE," where Orders for Fittings and Repairs will be punctually attended to. [31

T. ALGAR AND COMPANY HOUSE AND ESTATE AGENTS, RENTS COLLECTED.

BROWN, JONES & CO., UNDERTAKERS.

MOURNING STATIONERY, &c., MONUMENTS ERECTED.

6, QUEEN'S ROAD EAST. [29

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE 1874, "WEISSLACK."
$20 .... per case of 2 dozen pints.
$19 .... per case of 1 dozen quarts.
GRAND VIN CHATEAU LEOVILLE.
$24 .... per case of 1 dozen quarts.
PALMER MARGAUX.
$7.50 .... per case of 1 dozen quarts.
$8.50 .... per case of 2 dozen pints.
CHATEAU LAROSE.
$12 .... per case of 1 dozen quarts.
LORMONT.
$5 .... per case of 1 dozen quarts.
$6 .... per case of 2 dozen pints.

SIEMSSEN & Co.

Hongkong, 26th March, 1881. [24

FOR SALE, CHEAP.

A GUNBOAT'S BATTERY of 3 DAHLGRENS STEEL RIFLED GUNS (of very long range); and 2 24-POUNDERS BRONZE HOWITZERS, all on carriages, with a quantity of Shot, Shell and Grape Shot. A Powerful STEAM LAUNDRY as good as new with about 5 tons of BAR SOAP; 3 New Gunboat's BOILERS, 20 H.P. each, tested to 180 lbs. to the square inch; 7 VERTICAL BOILERS, from 5 to 12 H.P.; 7 ENGINES, from 5 to 12 H.P.; 1 new CENTRIFUGAL PUMP, discharges 5,000 gallons of water per minute; 1 PORTABLE JIB CRANE; 450 fathoms CHAIN CABLE, from 1 to 2 inches, and a 5-Oared LIFE BOAT WHALER, by White of Cowes, as good as new.

For Particulars, apply to
J. M. ARMSTRONG, Auctioneer, Queen's Road.

1683]

SUN SHING, DEALER IN SILKS,

Canton and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Ware, Curiosities, Ornaments, Inlaid Chairs and Tables, &c., &c., GOLD AND SILVER JEWELLER, ENGRAVER ON STAMPS, SEALS, &c., &c., No. 62, QUEEN'S ROAD, HONGKONG.

NOTE.—This Firm is the oldest established of the kind in Hongkong, and has no connection with any other of similar hong name.

SUN SHING.

Hongkong, 1st May, 1881. [989

FOR NEW YORK.

THE 3/3 L. I. I. American Ship
"PAUL JONES,"
Gerrish, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 11th August, 1882. [1522

Printed and Published by R. CHATTERTON WILCOX, Wyndham Street, Hongkong.